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UNITED STATES AIR FORCES IN EUROPE (USAFE)

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C-130 CONFIGURATION/MISSION PLANNING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY! This instruction establishes basic configurations for C-130E/H/(K)H, HC-130P/N, WC-130, and LC-130 aircraft to meet USAF mission requirements. It applies to all organizations charged with configuring and operating these aircraft. This instruction implements AFD 11-2, *Aircraft Rules and Procedures*. It applies to Air National Guard (ANG) units and members when published in ANGIND 2. It also applies to US Air Force Reserve (AFRES) units and members when published in AFRESIND 2.

SUMMARY OF REVISIONS

This instruction provides operational configuration guidance formerly in AMCR 55-47. In addition, it contains configuration information applicable to HC-130 and WC-130 airplanes. It also includes the following additions: deletes all references to C-130B, deletes all references to wedge, deletes all references to MD-1 child life preservers, updates Table 1.1., updates Table 2.1., deletes L-1 configuration, requires units to develop local procedures for construction of P-1, TAP-1, CP-2 through CP-5 configurations, adds requirement for instruction to be maintained in ADSB/F (para 1.7.6), updates reference publications (para 1.10), adds main landing tiedown device and paratroop retriever bar to Table 2.1, updates sextant applicability (Table 2.1), allows life support equipment to be alternately stored for CG purposes (Table 2.2), clarifies AE configuration roller conveyor stowage (para 3.2.13), clarifies PT LOX stowage on AE configurations (para 3.2.13), limits overwater flights to 80 personnel (para 3.3.7), changes loadmaster seating locations on various configurations, corrects palletized cargo centroids (C-2), depicts left escape hatch in configurations for AC 83-0486 and up, allows less than full configuration of paratroopers on TAP-1 configuration (TAP-1), adds requirement to configure rail sections 3 and 4 for paratroop drops, allows for only one cable each side on TAP-2 paratroop drops (TAP-2), deletes aircraft commander authority on safety aisle determination (para 4.2.6), updates Table 4.1, adds armor table (Table 4.2.), allows load planning use of the slipstick (para 5.2), changes target zero fuel percent (para 5.2), allows computer generated forms F (para 5.3), allows alternate method of computing fuel moments (para 5.4.8), adds paratrooper and passenger loading tables (Tables 5.2 and 5.3), adds new Form F example (page 49), and adds HC-130 configurations (Chapter 7).

Supersedes: AMCR 55-47, 1 June 1992

Certified by: HQ ACC/DO (Col David L. Johnson)

OPR: HQ ACC/DOTV (CMSgt Joseph R. Ochranek)

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Approved by: RICHARD E. HAWLEY, General, USAF, Commander

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Chapter 1

POLICY

1.1. General. This instruction establishes basic cargo compartment configuration, standard equipment, and location of such equipment aboard the C-130E/H/(K)H, WC-130, HC-130P/N, and LC-130 aircraft. HC-130 specific information is contained in Chapter 7. Personnel using this instruction should be aware of the infinite number of available variations. Some C-130 aircraft have additional equipment installed which may affect configuring the aircraft as listed. The cargo compartment limitations listed herein are the most typical encountered in day-to-day operations. For operational planning purposes, each configuration has an average time annotated and number of personnel to configure the airplane. The times quoted are approximate figures and are configuration times only. They do not include deconfiguration times. (For example, to reconfigure from a P-1 configuration, 92 sidewall and center aisle seats to a C-1 configuration (clean floor) requires more than one person one-half hour, which is the time allocated to configure a C-1 configuration.)

1.2. Responsibilities. Personnel engaged in planning operations must consider the most appropriate configuration that satisfies mission requirements and permits the minimum amount of variations and man-hours to change. USAF units performing services on the C-130 aircraft (i.e., maintenance, aerial port, and life support) are responsible for configuring the aircraft IAW this instruction and as outlined in mission directives, to include the stowage/installation of the equipment IAW the configuration and equipment tables outlined herein. To support P-1, TAP-1, CP-2 through CP-5 configurations (including modifications), units will ensure local procedures are developed to determine installation requirements of these configurations. For the CP-2 through CP-5 configurations, the sidewall seats will be stowed to facilitate preflight of the dual rails and then lowered by aircrew with maintenance assistance. Other configurations will normally be accomplished by the aircrew with assistance by maintenance personnel. Aircrew personnel during preflight will ensure that required mission equipment has been provided and is properly installed. When the aircraft configuration is not completed prior to aircrew show time, the crew loadmaster will assist in the completion of the configuration, after accomplishing required predeparture duties (i.e., preflight, loading, etc.). Items that can be corrected without maintenance assistance (i.e., seat belts, seat hooks, etc.) will be corrected by the loadmaster. Loadmasters have overall responsibility for configuration management and proper installation of equipment on the aircraft.

1.3. Standard Configuration Codes. Use the following codes when referring to C-130 cargo compartment configurations. The letter code will be followed by the number which identifies the configuration capability.

- AE - Aeromedical evacuation
- C - Cargo
- CP - Cargo and passengers
- P - Passengers
- TAP - Tactical airdrop paratroop
- TAC - Tactical airdrop cargo
- DV - VIP support flights, etc.
- F - Flare
- WX - Weather

1.4. Modifications. The configuration codes of this instruction may, if necessary, require modifications for a specific mission. Each modification must be carefully evaluated prior to mission operation to ensure maximum flight safety and compatibility with aircraft equipment. Each mission directive will identify the basic configuration by code and the modification, if necessary, to satisfy the mission requirement. For example, an aeromedical evacuation mission may require more litters than available in configuration AE-1. Consult the appropriate configuration charts to determine at what location the desired additional litters can be installed and which seats must be removed. Indicate in the mission directive, by position (left or right, and number) which seats are to be deleted and (by alphabetical position) the litter tier provisions to be installed; i.e., configuration AE-1(Mod), remove seats 12, 13, 14, and 15 left and right, install litter tier provisions C and D.

1.5. Weight and Balance. Configuration equipment and necessary supply changes to conduct airlift missions affect the weight and balance of the aircraft. To standardize equipment and the location of the equipment, items shown in table 2-1 will be included in the basic weight of the aircraft and remain on the aircraft except for maintenance and inspection. Equipment listed in table 2-2 will be added as necessary and entered in references 5, 6, or 7 of DD Form 365-4, Weight and Balance Clearance Form F. For simplicity, the loadmaster/drop sonde operator will, when preparing the DD Form 365-4, enter the weight contained in the required equipment table for the applicable configuration.

Adjustments will be made when the actual on board weight of these items vary from the data shown. DD Form 365-4 will be completed IAW instructions in chapter 5

1.6. Contingency/Deployment Configuration. During aircraft contingency/deployment generations, it is imperative aircraft deploy with the full minimum complement of life support equipment listed in table 1.1. This equipment must be at forward operating locations to allow maximum mission flexibility when aircraft are away from home station.

TABLE 1.1
DEPLOYMENT/CONTINGENCY EQUIPMENT

| Item | Qty |
|---|-----------------------|
| Oxygen Mask, Scott 358/Goggles | 6 |
| Firefighter's Smoke Mask | *2 |
| Emergency Escape Breathing Device (EEBD) | 4 |
| Passenger Oxygen Kit (POK) | **30 |
| Protective Clothing Kit (PCK) | 1 |
| Flashblindness Goggles | 4 minimum/as required |
| Restraint Harness, PCU-17/P with Safety Strap HBU-6/P | 3 |
| Parachute, Back Automatic Style, BA-22/BA-18 | 6 |
| Survival Kit, ML-4 | 6 |
| Life Raft, 20-Person | 4 |
| Life Preserver, LPU-10/P or LPU-2/P | ***60 |
| Infant Cot, LPU-6/P | 4 |
| Life Preserver, Casualty, MB-1 | 2 |
| Exposure Suit, CWU-16/P | 6 minimum/as required |
| * On some aircraft, the quick don mask w/goggles has replaced the smoke mask. | |
| ** Aircraft deploying on contingency missions that do not have a passenger requirement during any portion of the mission need not have POKs prepositioned. However, POKs, which may be palletized, must be available at the forward operating location for any further flights that may have an oxygen requirement. | |
| ***A total of 60 adult life preservers (any combination of LPU-2/P-10/P or Commercial, Adult/Child). LPU-2/P or LPU-10/P are the only authorized life preservers for wear with the parachute. | |

1.7. Distribution. Commanders are responsible for bringing this publication to the attention of affected personnel. At least one copy of this instruction will be maintained in each C-130 squadron operations section. It will be readily accessible to operations and aircrew personnel. Additional distribution will be, one each, as follows:

- 1.7.1. Staff operations, all levels.
- 1.7.2. Offices of aircrew standardization, all levels.
- 1.7.3. Command posts/operations centers/airlift coordination centers/airlift control squadrons.
- 1.7.4. Air terminal operations center.
 - 1.7.4.1. Squadron/port operations officer and aircrew life support sections.
 - 1.7.4.2. Air freight.
- 1.7.5. Aircraft maintenance squadron commanders, Dash 21 mission equipment sections, and quality control sections.
- 1.7.6. Aerial Delivery Support Flight/Branch.
- 1.7.7. One located in the supplemental weight and balance handbook binder on each aircraft.

1.8. Revisions:

1.8.1. All changes will consist of a revised page which will be substituted for a corresponding page. Some minor write-in changes in ink may be made, but these will be held to a minimum.

1.8.2. Personnel at all echelons are encouraged to submit an AF Form 847, Recommendation for Change of Publication, and forward proposed changes to the instruction through channels, to HQ ACC/DOTV, IAW AFI 11-215.

1.9. Supplements. Subordinate unit supplements to this instruction that change the basic policies, procedures, or formats prescribed herein are prohibited.

1.10. References:

1.10.1. T.O. 1C-130A/B/H-1

1.10.2. T.O. 1C-130A/E/H-5

1.10.3. T.O. 1C-130A-9

1.10.4. T.O. 1C-130A-21

1.10.5. T.O. 1-1B-40

1.10.6. T.O. 1-1B-50

1.10.7. T.O. 1C-1-71

1.10.8. AFI 11-301

1.10.9. AFI 21-101

1.10.10. AFP 76-2

1.10.11. MCR 55-130, Vols 1 and 2 (to be published as MCI 11-C130, Vol 3, Chap 3, 5, 6, 13, 15, 20)

1.10.12. AMCI 24-201

1.10.13. AMCR 66-12

1.10.14. ACCI 11-301

Chapter 2**CONSOLIDATED EQUIPMENT TABLES**

2.1. General. Configure all models of C-130 aircraft with the equipment listed in table 2.1. Include this equipment in the aircraft basic weight. Items listed in table 2.2 are added, as necessary, to attain a specific configuration and/or comply with mission directives.

TABLE 2.1
STANDARD EQUIPMENT

| Item | Equipment | Quantity | Location |
|------|--|--|---|
| 1 | AC generator pad (not required on airplanes 69-10934 and up and H model airplanes) | 1 | FS 275 |
| 2 | ADS pendulum pivot arm cover (not installed on WC-130 airplanes) | 1 | Stowed on pivot arm. |
| 3 | Air conditioning plugs | 2 | Secured A/R when not installed. |
| 4 | Anchor cables with reels (not installed on WC-130 airplanes) | 4 | Two cables are installed in cargo compartment and two cables with four reels are stowed on the rack at FS 891 left/right side. |
| 5 | Anchor cable support braces (not installed on WC-130 airplanes) | 4 | Stowed immediately aft of right paratroop door, over auxiliary truck loading ramps (E and early H). Stowed aft of left paratroop door (H models AC 83-0486 and up). |
| 6 | ATM air intake plug | 1 | Misc stowage box, aft of right troop door |
| 7 | Auxiliary ground loading ramps | 2 (WC-130 airplanes as required) | Stowed in bin in the cargo door (WC-130 airplanes tied down flat on cargo ramp) |

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| 8 | Auxiliary truck loading ramps (not installed on WC-130 airplanes) | 2 | Stowed immediately aft of right paratroop door (E and early H). Immediately aft of latrine (H model AC 83-0486 and up). |
| 9 | Avfuels identiplate | 1 | Stowed in single point refueling door. |
| 10 | Axe, hand emergency | 2 | As prescribed by applicable flight manual. |
| 11 | Belt, seat safety | 2 sets per two-man seat, 1 set per one-man seat | Installed/stowed with each seat aboard the aircraft. |
| 12 | Black out curtains (not installed on WC-130 airplanes) | 14 | One in each pocket in sound-proofing near the windows. |
| 13 | Containers, liquid (2gal) | 2 | Stowed in galley. |
| 14 | Chain, tiedown 10,000 lb | 34 | Stowed in bins aft of left and right paratroop doors. (Note 1) |
| 15 | Chain, tiedown 25,000 lb (not included on WC-130 airplanes) | 6 | Stowed in container at FS 840 right side. (Note 1) |
| 16 | Crew rest facilities, bunk with mattress and ladder (WC-130 airplanes only) | 3 | One at right scanner seat and two at left wheel well. |
| 17 | Cup, food warming | 1 (WC-130 airplanes have 2) | Located in galley |
| 18 | Device, tiedown 10,000 lb | 34 | Stowed in bracket FS 245,790 left side, and FS 925 right side. (Note 1) |
| 19 | Device, tiedown, 25,000 lb | 6 | Stowed in rack at FS 800 right side. (Note 1) |
| 20 | Dual rail kit A/A32H-4/A (not installed on WC-130 airplanes except 64-4866, 65-0977, 65-0967, and 65-0985) | 1 | Cargo compartment. |
| 21 | Ear plugs | 1 box | Stowed in galley container. |
| 22 | Engine intake & exhaust plugs | 4 & 4 | Left sidewall or overhead racks/"N" compartment or as required. |
| 23 | Extinguisher, fire | 4 | As prescribed by applicable flight manual. |
| 24 | Firefighter's smoke mask | 0/2/4 | Attached to portable oxygen harness. |
| 25 | Fluid, hydraulic | 21 quarts | Stowed in cargo net box on left side of cargo ramp. |
| 26 | Fuel tank drain tube | 1 | Stowed in overhead bracket at FS 970(E/H). |
| 27 | Ground wires | 2 | Stowed in bin on right side FS 743. |
| 28 | Guard assy, ramp/aft cargo door actuator | 2/1or2 | Stowed in aft cargo door. |
| 29 | Hand crank, landing gear | 2 | FS 495 left and right side. |
| 30 | Interphone cord, 2 75-foot and 1 50-foot cord | 3 (WC-130 airplanes have 1 each) | One installed at each compartment interphone receptacle. (Note 2) |
| 31 | Jack and tow fittings | 2 | Stowed in container immediately aft of right paratroop door. |
| 32 | Jack pads | 1 set | Stowed on bulkhead at FS 245 right side. |
| 33 | Jump platforms, paratroop (not installed on WC-130 airplanes) | 1 set | Stowed on round structural bars left and right side at FS 747. |
| 34 | Kit, First aid aeronautical | 6 (WC-130 airplanes have 10) | Two in cockpit and four on cargo compartment sidewalls. (WC-130s have 2 on flight deck, 2 in "C" compartment, 4 in "E" compartment, and one forward of each troop door) |

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| 35 | Ladder, emergency escape | 1 | Stowed on left side forward of wheel well. |
| 36 | Ladder, maintenance | 1 | Stowed on emergency escape ladder or at FS 245. (Stowed on cargo ramp on WC-130 airplanes) |
| 37 | Lamp, ALDIS w/lens kit | 1 | Stowed in box on navigator's table. |
| 38 | Latrine curtains | 2 | Stowed in cargo door left side stowage bins. (Note 3) |
| 39 | Life rafts | 4 (WC-130 airplanes have 2) | In wing well compartments. |
| 40 | Life support equipment stowage rack (not installed on WC-130 airplanes except 64-4866, 65-0977, 65-0967, and 65-0985) | 1 or 2 | Installed forward in the cargo compartment. |
| 41 | Light, emergency exit | 7/8 | Adjacent to each emergency exit as prescribed by applicable flight manual.(Note 4) |
| 42 | Litter brackets (as required on WC-130 airplanes) | 296 | Four installed on each outboard litter track and strap. Five installed on each side of center litter stanchion and litter strap. |
| 43 | Litter track (paratroop door) (as required on WC-130 airplanes) | 2 | Stowed left/right side FS 870. |
| 44 | Litter straps (outboard) (as required on WC-130 airplanes) | 12 | Attached to overhead supports and stowed in bags along side wall. |
| 45 | Litter straps (inboard) (as required on WC-130 airplanes) | 20 | Attached to overhead supports and stowed in overhead bins. |
| 46 | Lock assy, main landing gear | 2 | Misc stowage box, R/H side aft of troop door. |
| 47 | Locking kit, ground security | 1 | Stowed aft of right troop door. |
| 48 | Main landing gear tiedown device | 2(WC-130 airplanes have 1) | Stowed on right sidewall FS 803. (Stowed in aft cargo door on WC-130 airplanes) |
| 49 | Microphone, handheld | 3 | One left side pilot seat, one right side copilot seat. One left bulkhead, FS 245. |
| 50 | Oil, Engine | 21 qts | Stowed in cargo net box on right side of cargo ramp.(Left side on C-130H airplanes 78-0806 and up) |
| 51 | Oven | 1 | In crew galley. |
| 52 | Oxygen bottle, walkaround (A-6) | 3 or 4 (WC-130 airplanes have 7) | Stowed in cockpit, on the forward bulkhead and aft of right wheel well. (and as required on WC-130 aircraft) |
| 53 | Paratroop retriever bar (not installed on WC-130 airplanes) | 1 | Stowed on litter stanchion, right FS 623. |
| 54 | Passenger Information Cards, C-130 Hercules (ACC Visual Aid 11-1) | 20 | Stowed in cabinet at crew entrance door. |
| 55 | Pitot covers | 2 (WC-130 airplanes have 4) | Stowage box FS 245 bulkhead or overhead rack. |
| 56 | Rack, parachutes (not installed on WC-130 airplanes) | 1 | Stowed at FS 290 left or right side. |
| 57 | Restraint harness, PCU-17/P, with safety strap, HBU-6/P | 3 (WC-130 airplanes have 2) | One attached to the inboard seat belt mount of flight deck lower bunk and two stowed on parachute rack. (WC-130s have one in flight deck and one in aft cargo compartment) |
| 58 | Rings, tiedown 25,000 lb (not installed on WC-130 airplanes except 64-4866, 65-0977, 65-0967, and 65-0985) | 2 | Stowed in box aft of right paratroop door/waste container. |

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| 59 | Rope, emergency escape | 3 | One installed aft of each overhead exit in accordance with applicable flight manual. |
| 60 | Seat support brackets, wheel well | 16 (WC-130 airplanes have 8) | Stowed on racks aft of wheel well. (Stowed aft of left wheel well on WC-130 airplanes) |
| 61 | Seat support, wheel well (upper) | 2 | Installed left and right wheel well area. |
| 62 | Seat back support beams, center aisle (upper) | 8 | Stowed in forward cargo compartment FS 290. |
| 63 | Seat back support beams, center aisle (lower) | 8 | Stowed forward of each troop door in racks at FS 655. |
| 64 | Seat back/beam support (extensions) | 2 | Stowed aft of the left wheel well bulkhead. |
| 65 | Sextant | 1 (WC-130 airplanes have 2) | Stowed in rack on forward side bulkhead FS 245 (Acft prior to 93-1036). WC-130s have an additional sextant stowed on forward crew bunk ladder) |
| 66 | Snatch block, portable winching, 13,000 lb capacity (as required on WC-130 airplanes with dual rails) | 1 | Box right side FS 245. |
| 67 | Stanchions (litter/seat) | 8 (WC-130 airplanes have 5) | Stowed in forward cargo compartment at FS 260. |
| 68 | Starter pad (WC-130 airplanes only) | 1 | Stowed at FS 245 |
| 69 | Straps, tiedown 5,000 lb | 40 (WC-130 airplanes have 30) | Twelve will be stowed in the racks at FS 370-420 left side. The remainder will be stowed in upper container in cargo door FS 960. (Note 1) |
| 70 | Sun visors | 2 | Stowed above pilot/copilot side windows. |
| 71 | Tank, fuselage fuel (WC-130 airplanes only) | 1 | In accordance with flight manual |
| 72 | Technical publications (G-file) | 1 set | Stowed in cabinet at crew entrance door (stowed aft of left or right scanners seats on WC-130 airplanes) |
| 73 | Troop seats, one-man | 4 (WC-130 airplanes have 2) | Installed/stowed forward of right wheel well. (Stowed in forward left wheel well on WC-130 airplanes) |
| 74 | Troop seats, two-man | 44 (WC-130 airplanes have 13) | Ten seats installed forward of the wheel well, four seats installed aft of wheel well, sixteen seats stowed forward of the wheel well under the installed seats. Eight seats stowed aft of the wheel well under the installed seats. Six seats stowed behind the litter tracks on the right side at FS 350. AC 83-0846 and up, 1, 2 man seat approximately FS's 370 and 400 right side behind the seat webbing. (Stowed on left side of cargo compartment on WC-130 airplanes) |
| 75 | Wheel chocks | 4 | Secured as required when not in use. |
| 76 | Winch, static line retriever (not installed on WC-130 airplanes) | 2 | Installed on aft bulkhead at FS 245. |
| 77 | Winching sheaves, external (not installed on WC-130 airplanes) | 2 | Box right side FS 245. |
| 78 | War readiness spare kit (WRSK) (WC-130 airplanes only) | 1 | Secured as loose equipment in cargo compartment. |

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| 79 | Wrench, main landing gear, emergency extension | 1 | FS 470, left side. (Stowed at FS 437 on WC-130 airplanes) |
| 80 | "Y-Cable" assembly, static line (not installed on WC-130 airplanes) | 2 | Stowed in cargo door. |

NOTES:

1. Individual units may determine the number of straps, chains, and devices to be carried on local training missions; however, there will always be enough tiedown equipment for the restraint of loose equipment and emergency landing gear tiedown.
2. Airplanes modified IAW T.O. 1C-130E-560 are equipped with three intercom connections.
3. On C-130H models A/C 83-0486 and up, comply with storage provisions listed in section II of the dash nine.
4. C-130H models A/C 83-0486 and up and WC-130 airplanes have eight emergency exit lights.

TABLE 2.2
REQUIRED EQUIPMENT

| Item | Equipment | Quantity | Location |
|---|--|---|--|
| 1 | Anti-exposure suit | 6 | Forward overhead stowage rack.(Note 1) (stowed in life support equipment box on WC-130) |
| 2 | Buffer stop assembly (BSA) | 1 | A/R (Notes 2 and 6) |
| 3 | Center vertical restraint (CVR) | 1 set | A/R (Notes 2 and 6) |
| 4 | Comfort pallet | 1 | Pallet positions 1 through 5, A/R. |
| 5 | Container Delivery System (CDS) kit | A/R | A/R (Notes 2 and 6) |
| 6 | DC power cable | 1 | A/R |
| 7 | DV pallets | A/R | Pallet positions 1 through 5, A/R. |
| 8 | Emergency Escape Breathing Device (EEBD) | 4 | A/R |
| 9 | Flare drop kit | 1 | A/R (Note 6) |
| 10 | HALO (oxygen distribution console) | A/R | A/R (Note 6) |
| 11 | Life preserver unit LPU-10/P-2/P MB-1 Life preserver, Casualty LPU-6P, Infant Cot | 60 (WC-130 airplanes have 40) 4 4 (WC-130 airplanes have 2) | Forward overhead stowage rack. (Notes 1 and 5) (stored in life support equipment box on WC-130) (Note 6) |
| 12 | Life support equipment box (WC-130 only) | 1 | Stowed on aft side of FS 245. |
| 13 | Liquid containers (two gal) | A/R | "M" compartment. |
| 14 | Parachutes | A/R | A/R (Note 6) |
| 15 | Passenger oxygen kit (POK) | A/R | A/R (Note 4) |
| 16 | Passenger service kit | 1 | Stowed as loose equipment. (Note 3) |
| 17 | Portable lavatory assembly | A/R | A/R |
| 18 | Protective clothing kit | 1 | Forward overhead stowage rack. |
| 19 | Pry bar | A/R | "C" compartment A/R. |
| 20 | Water container (Igloo) | A/R | Stowed as loose equipment. |
| 21 | Winch, cargo handling | 1 | A/R |
| NOTES | | | |
| 1. Life support equipment will always be placed in the overhead racks (when installed), unless stowed elsewhere for airplane CG limitations for all except WC-130 airplanes. Equipment for WC-130s will be stored in the life support equipment box. Other items of equipment may be placed in the overhead racks provided they do not interfere with the life support equipment and can be easily secured. Under no circumstances will oil, hydraulic fluid, or other liquids be placed in the rack. | | | |
| 2. Upon mobilization, all units will deploy with their CVR, BSAs, and CDS kits. | | | |
| 3. On tactical airdrop missions of short duration, a passenger service kit is not required. Passenger service kits should be placed aboard all missions flying outside of the local area. | | | |
| 4. Passenger oxygen kits (POKs) are required on board only if flight is scheduled above 25,000 feet with passengers on board. | | | |
| 5. When use of parachutes is anticipated overwater, at least one LPU-10/P-2/P will be on board for each parachute. Do not place LPUs on board for jumping parachutists, parachutists are expected to provide their own LPUs. | | | |
| 6. Not applicable to WC-130 airplanes. | | | |

Chapter 3

FLOOR PLANS AND REQUIRED EQUIPMENT WEIGHT AND BALANCE DATA

3.1. General. This chapter contains basic cargo compartment configuration in floor plan format and weight, location, and moment data for associated required equipment.

3.2. Configuration. Although modifications to the basic configurations are authorized to meet special requirements, the following factors should be considered.

3.2.1. Single sidewall seats shall not be used unless connected to a double sidewall seat (except for specific configurations).

3.2.2. Personnel may not be seated closer than 30 inches in front of palletized, netted cargo or cargo that is secured with straps. This does not apply to cargo restrained by chains/chain bridle assemblies.

3.2.3. The normal spacing for paratroopers is 24 inches; however, spacing will be as mission dictates. Aircraft without accommodations for 24-inch spacing may be configured in 20-inch spacing.

3.2.4. The height of cargo in pallet position one may be restricted if overhead equipment racks are installed which protrude into the cargo area. This restriction will be 76 inches and will begin at the inboard side of the dual rails and extend inboard for 12 inches. This restriction could be on either or both sides of the aircraft.

3.2.5. For flight, the weight limit on the aircraft ramp is limited to 4,664 pounds of palletized cargo in pallet position six, including the weight of pallet and nets, or 4824 lbs floor loaded cargo (ramp intermediate conveyors removed and stowed forward of ramp). See T.O. 1C-130A-9 for other restrictions.

3.2.6. Changes in configuration may affect the overall aircraft center of gravity (CG).

3.2.7. Drawings in this chapter are not drawn precisely to scale with respect to actual aircraft locations. Clear space depicted forward of center aisle seat number one and aft of seat number 20 on TAP-1 configuration is unusable.

3.2.8. To allow access to aft latrine facilities, an 18-inch clear area is required on the left or right side of a pallet in position six (C-130H, 83-0486 and up have the latrine facilities on the right side). A safety aisle is required in pallet positions three and four and pallet position 6. (Para 4.2.3, Figure 4.1)

3.2.9. Portable cargo winches, and the alternate ramp support (milkstool) may be routinely carried, as required by mission requirements. Parachutes will be carried as required IAW this regulation. Trash cans, other than the integral refuse containers, will not be carried (except on WC-130 airplanes).

3.2.10. To allow unrestricted access to the flight deck and/or crew entrance door, seats 1 and 2, left side, will be stowed when they are not needed to accomplish a specific mission.

3.2.11. Seat totals listed in the various configurations include those seats designated for aircrew loadmasters.

3.2.12 Location of dual rail locks and seat stanchions is provided in table 4.3 for load planning information.

3.2.13 For aeromedical configurations the final litter equipment configuration and aeromedical evacuation crewmember (AECM) seating will be determined by the Medical Crew Director (MCD). AECM seat locations may vary in the cargo compartment based on patient/cabin observation requirements. Overhead equipment racks, missile defense system modifications, and secure voice communications system will decrease litter capacity in the litter tiers adjacent to their installation. Six seats are required for AECMs/flight crew. For all AE configurations the seats are numbered for identification from the front to the rear and will be referred to as seat 1-left, or seat 1-right, etc. Litter tiers are identified alphabetically and litter spaces identified numerically from the lowest (1) to the highest (5). On litter tier configuration illustrations, the number in parentheses indicates the total litters per tier. For AE configurations, roller conveyors should be stowed forward of the troop doors. They should be stowed on top of restraint rail assemblies, forward of the troop doors, except for those required for the baggage pallet. If no other option is available but to stow conveyors in the troop door area, stack them no more than two high. Available seating may be limited by AE equipment, which may be secured in unused seats if floor space is limited. Patient liquid oxygen (PT LOX) must be stowed so as not to come into contact with fuels or hydraulic fluids.

NOTE: Five EEBDs should be available for AE personnel on AE configurations.

3.3. Legend of Configurations:

3.3.1. AE-1. This AE configuration provides 30 litter spaces and 46 patient/passengers seats.

3.3.2. AE-2. This AE configuration provides 70, 73, or 74 litter spaces and six passenger seats.

3.3.3. AE-3. This AE configuration provides 20 litter spaces and 44 sidewall seats.

3.3.4. AE-4. This AE configuration is the combat/contingency configuration and provides 50 litter spaces and 30 sidewall seats.

3.3.5. C-1. Provides a clear cargo floor (except for restraint rails) for loading of general cargo and/or vehicles. A total of 30 sidewall seats may be utilized providing passenger space (leg room) and additional tiedown restraint requirements are met.

3.3.6. C-2. Provides for the maximum aircraft load of six HCU-6/E pallets. If cargo permits, seats may be available on the left/right sides.

3.3.7. P-1. Provides 92 sidewall and center aisle seats with seat belts on 20-inch centers. Ninety seats offered with a baggage pallet in the number six pallet position. Overwater flights are limited to a maximum of 80 total personnel, including crew. (WC-130 airplanes are limited to 40 total personnel on overwater flights.)

3.3.8. P-2. Provides 32 palletized aft facing seats. Thirty-one seats offered with a comfort pallet in number five pallet position and a baggage pallet in the number six pallet position.

3.3.9. CP-1. Provides 44 sidewall seats with seat belts on 20-inch centers. Center aisle seats may be installed as required. Forty-two seats offered with a pallet in the number six pallet position. Limited cargo space is available and is restricted to floor loaded items loaded along centerline of the aircraft.

NOTE: The following consideration should be given to cargo size to allow adequate leg room for passengers when using this configuration. For cargo width up to 76 inches, passengers can be seated on both sides of the cargo; for cargo widths 77-96 inches, passengers can be seated on one side of the cargo if the cargo is offset to one side; and for cargo widths 97 inches or greater, no passengers can be seated next to the cargo. For pallet positions three and four (wheel well): for cargo width up to 52 inches, passengers can be seated on both sides; for cargo widths 53-72 inches, passengers can be seated on one side of the cargo if the cargo is offset; and for cargo widths 73 inches and greater, no passengers can be seated next to the cargo.

3.3.10. CP-2. Provides 16 sidewall and center aisle seats with seat belts on 20-inch centers, and five HCU-6/E pallet positions for cargo and baggage.

3.3.11. CP-3. Provides 32 sidewall and center aisle seats with seat belts on 20-inch centers, and four HCU-6/E pallet positions for cargo and baggage.

3.3.12. CP-4. Provides 50 sidewall and center aisle seats with seat belts on 20-inch centers, and three HCU-6/E pallet positions for cargo and baggage.

3.3.13. CP-5. Provides 68 sidewall and center aisle seats with seat belts on 20-inch centers, and two HCU-6/E pallet positions for cargo and baggage.

3.3.14. TAP-1. Provides the maximum paratroop carrying capability; 66 seats, on 24-inch centers, with 64 seats offered.

3.3.15. TAP-2. Provides the maximum inflight parachutist rigging capability; 56 seats, on 20-inch centers, with 54 seats offered (long-range mission).

3.3.16. TAP-3. Provides 44 seats on 20-inch centers with 42 seats offered. Normally used for HALO, HAHO and tailgating missions.

3.3.17. TAC-1. Provides for airdrop of platform loads. Available seating depends on the number of platforms.

3.3.18. TAC-2. Provides for airdrop of various combinations up to 16 container delivery system (CDS) A-22 containers or 10 A-7A or A-21 containers without the use of the center vertical restraint (CVR). Available seating depends on the number of containers.

3.3.19. TAC-3. Provides for airdrop of various combinations up to 16 container delivery system (CDS) A-22 containers, utilizing the center vertical restraint (CVR). Available seating depends on the number of containers.

3.3.20. DV-1. Typically provides VIP facilities, plus 16 aft and two forward facing seats.

3.3.21. F-1. Provides for manual aerial delivery of flares. A total of 321 flares may be carried.

3.3.2.2. WX-1. Provides 31 seats for WC-130 weather configurations.

3.4. Troop Life Preserver. In the event it is planned for paratroopers to be configured for jump near or over large bodies of water, the service being airdropped will furnish required life preservers. However, the life preservers as indicated in the applicable configurations will still be provided as required to cover emergency ditching operations.

3.5. Crew/Passenger/Troop Drinking Water. Each basic configuration provides for an adequate amount of drinking water. For example, a two-gallon water container will always be provided; and for missions requiring more water in accordance with table 3.1, additional containers are available. Table 3.1 is provided to assist in determining water quantities. However, the table is not provided as an absolute requirement and should not be used to cause mission delay or refusal to airlift passengers.

3.6. Configuration Floor Plans. Configuration floor plans are depicted on pages 15 through 40.**CONFIGURATION AE-1**

Ref 5 of DD Form 365-4

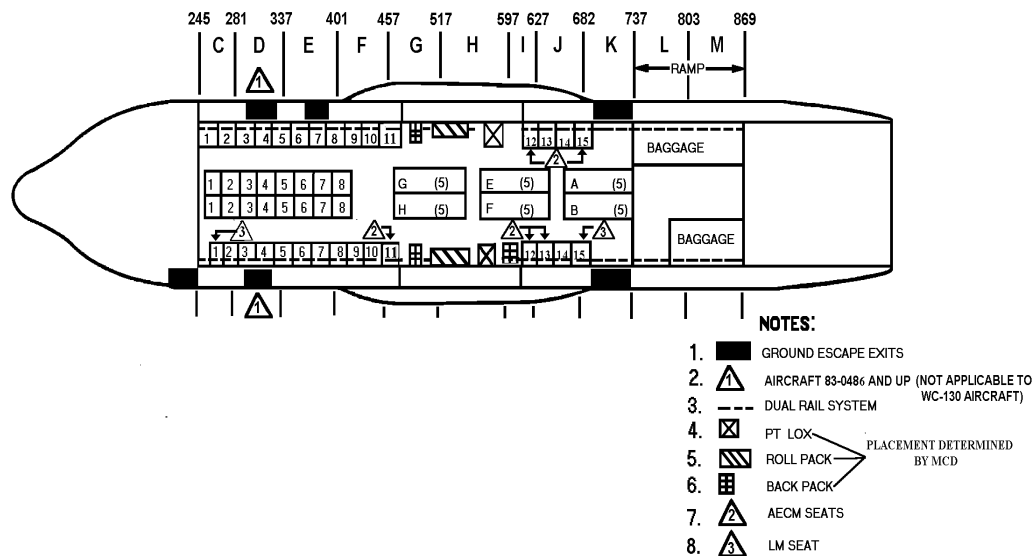
STEWARD EQUIPMENT

| | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | A/R |
| Hot Cup | 1 | 3 | 170 | 1 |

Ref 6 of DD Form 365-4

EMERGENCY EQUIPMENT

| | QTY | WT | STA | MOM |
|--------------------------------|-----|-----|-----|-----|
| MB-1 Life Preserver (Casualty) | 30 | 120 | A/R | |
| Life Preserver | 60 | 240 | 300 | 72 |
| LPU-6/P (Infant Cot) | 4 | 16 | 300 | 5 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| EEBD | 5 | 30 | 487 | 15 |
| Passenger Oxygen Kits | A/R | | | |

CONFIGURATION AE-1

1. This AE configuration provides 30 litter spaces and 46 patient/passenger seats.
2. Seats 1 and 2-left will be stowed when they are not specifically requested for the mission.
3. AE equipment will be positioned as required by MCD. PT LOX will not be positioned adjacent to any hydraulic reservoir.
4. Time to configure is two persons, one and one-half hours.

CONFIGURATION AE-2

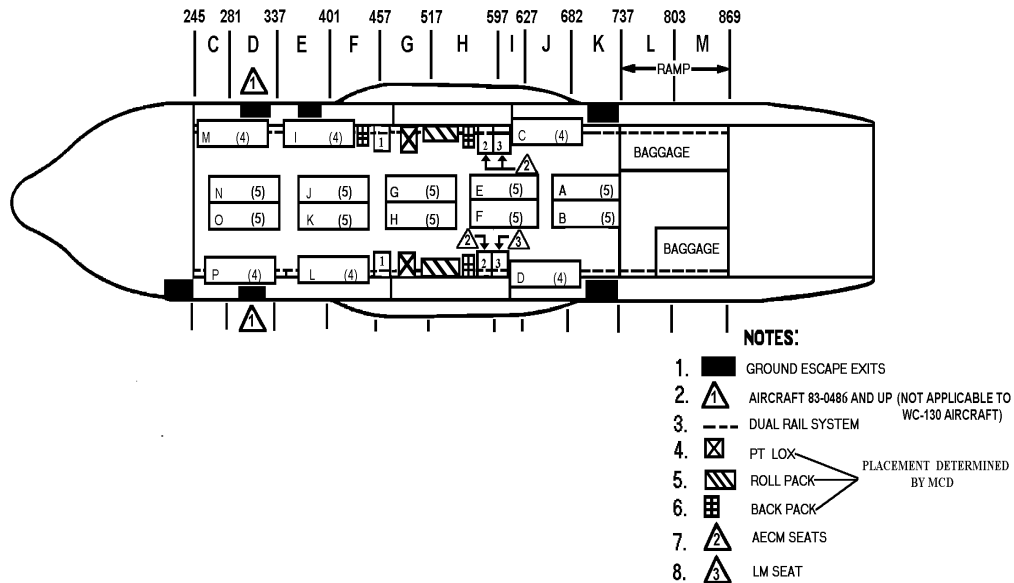
Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | A/R |
| Hot Cup | 1 | 3 | 170 | 1 |

Ref 6 of DD Form 356-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|--------------------------------|-----|-----|-----|-----|
| MB-1 Life Preserver (Casualty) | 74 | 296 | A/R | |
| Life Preserver | 60 | 240 | 300 | 72 |
| LPU-6P (Infant Cot) | 4 | 12 | 300 | 4 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| EEBD | 5 | 30 | 487 | 15 |
| Passenger Oxygen Kits | A/R | | | |

CONFIGURATION AE-2



1. This AE configuration provides 70-74 litter spaces and six wheel well seats.
2. Wheel well seats will be installed and hooked up to the seat-back support bar. Final seat installation will be completed by AECMs.
3. AE equipment will be positioned as required by MCD. PT LOX will not be positioned adjacent any hydraulic reservoir.
4. Time to configure is two persons, two hours.

CONFIGURATION AE-3

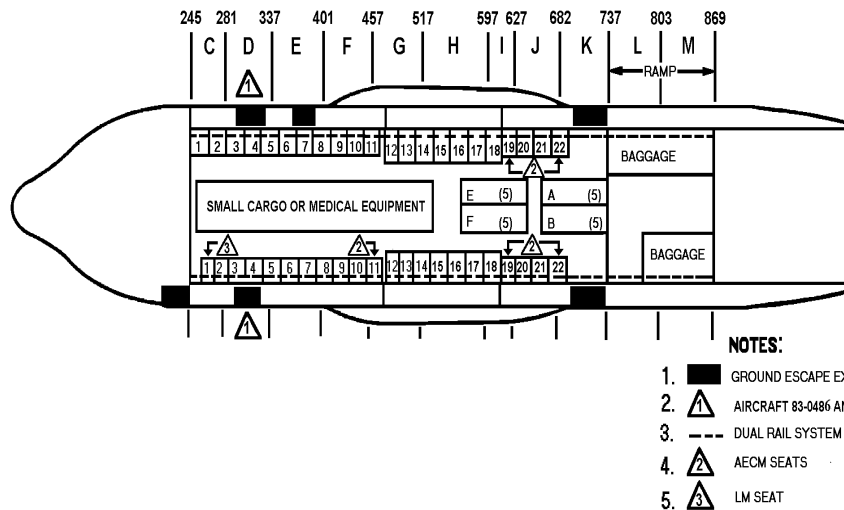
Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|------------------------|-----|----|-----|-----|
| Liquid/Water Container | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |
| Hot Cup | 1 | 3 | 170 | 1 |

Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|--------------------------------|-----|-----|-----|-----|
| MB-1 Life Preserver (Casualty) | 20 | 80 | A/R | |
| Life Preserver | 60 | 240 | 300 | 72 |
| LPU-6P (Infant Cot) | 4 | 16 | 300 | 5 |
| Protective Clothing kit | 1 | 40 | 300 | 12 |
| EEBD | 5 | 30 | 487 | 15 |
| Passenger Oxygen Kits | A/R | | | |

CONFIGURATION AE-3



1. This AE configuration provides 20 litter spaces and 44 sidewall seats.
2. AE equipment will be positioned as required by MCD. PT LOX will not be positioned adjacent to any hydraulic reservoir.
3. Time to configure is two persons, one and one-half hours.

CONFIGURATION AE-4

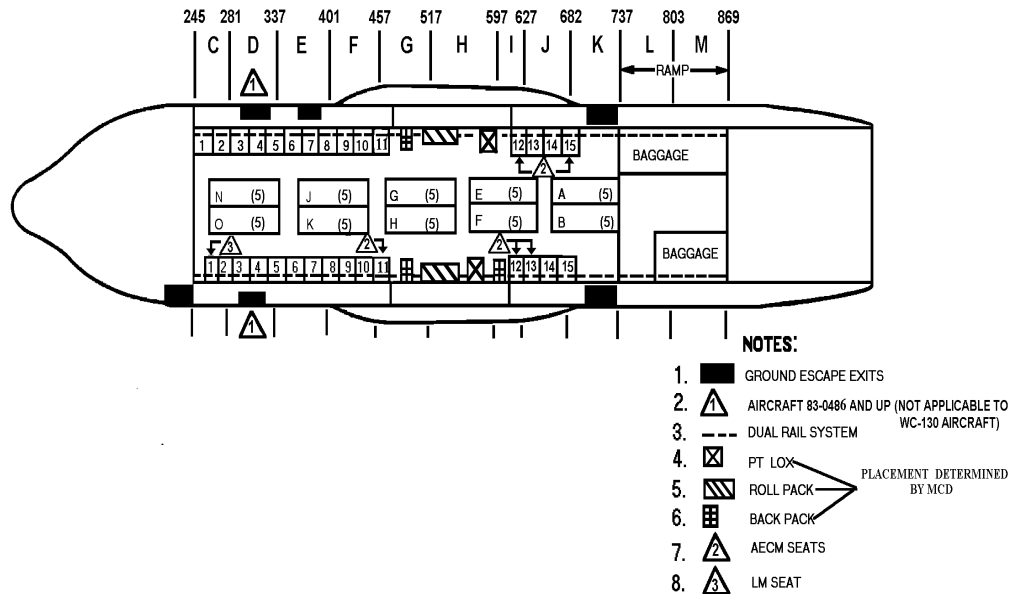
Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|------------------------|-----|----|-----|-----|
| Liquid/Water Container | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |
| Hot Cup | 1 | 3 | 170 | 1 |

Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|--------------------------------|-----|-----|-----|-----|
| MB-1 Life Preserver (Casualty) | 50 | 200 | A/R | |
| Life Preserver | 60 | 240 | 300 | 72 |
| LPU-6P (Infant Cot) | 4 | 16 | 300 | 5 |
| Protective Clothing kit | 1 | 40 | 300 | 12 |
| EEBD | 5 | 30 | 487 | 15 |
| Passenger Oxygen Kits | A/R | | | |

CONFIGURATION AE-4



1. This is the combat/contingency configuration and provides 50 litter spaces and 30 side-wall seats.
2. AE equipment will be positioned as required by MCD. PT LOX will not be positioned adjacent to any hydraulic reservoir.
3. Time to configure is two persons, two hours.

CONFIGURATION C-1

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|------------------------|-----|----|-----|-----|
| Liquid/Water Container | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |
| Hot Cup | 1 | 3 | 170 | 1 |

Ref 6 of DD Form 365-4

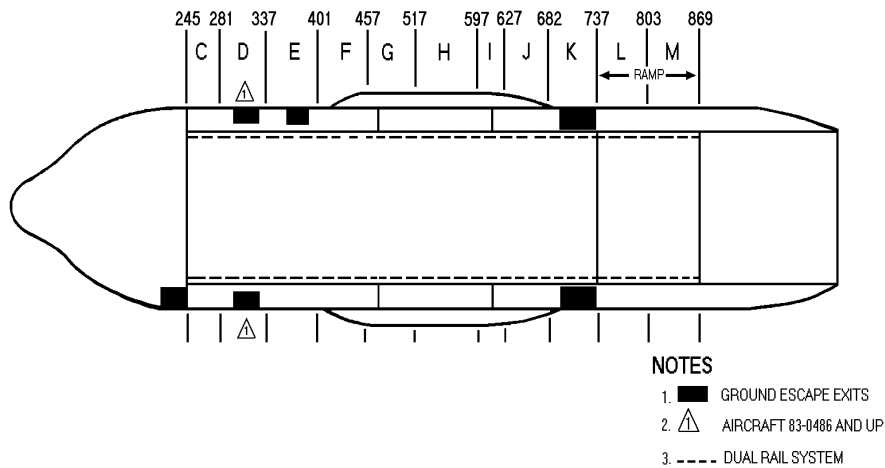
| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|--------------------|-----|-------|-----|-----|
| *Ramp Support | 1 | 50 | A/R | A/R |
| *Cargo Winch | 1 | A/R | 270 | A/R |
| *MA-1 Pry Bar | 1 | 49 | 260 | 13 |
| *Winch Power Cable | 1 | 48/25 | 260 | A/R |

*As required by mission directive

CONFIGURATION C-1



1. Cargo on floor and/or rolling items.
2. Roller conveyors stowed on top of outboard rails.
3. Seating is as required depending on amount and type of cargo being airlifted.
4. Time to configure is one person, one-half hour for stowage of roller conveyors.

CONFIGURATION C-2

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|------------------------|-----|----|-----|-----|
| Liquid/Water Container | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |
| Hot Cup | 1 | 3 | 170 | 1 |

Ref 6 of DD Form 365-4

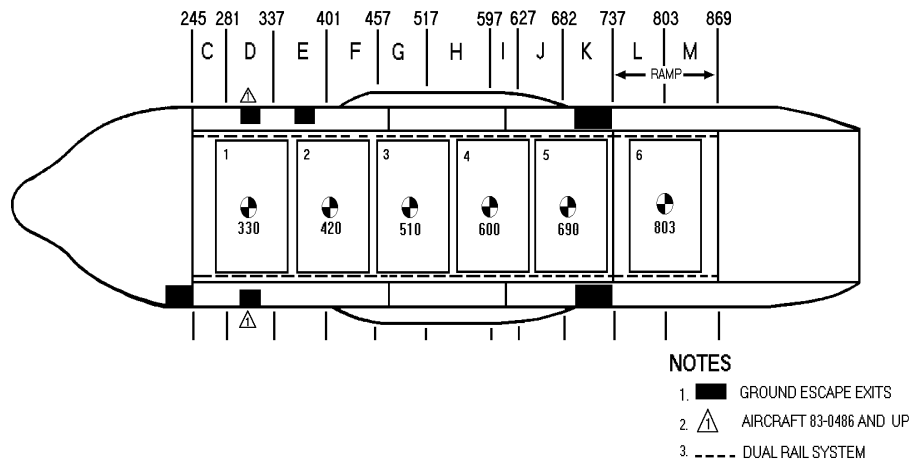
| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|-----------------|-----|----|-----|-----|
| *Ramp Support | 1 | 50 | A/R | A/R |

*As required by mission directive.

CONFIGURATION C-2



1. Restraint rails and intermediate roller conveyors installed to provide maximum pallet utilization.
2. If cargo permits, sidewall seats may be available.
3. Time to configure is one person, one-half hour.

CONFIGURATION P-1

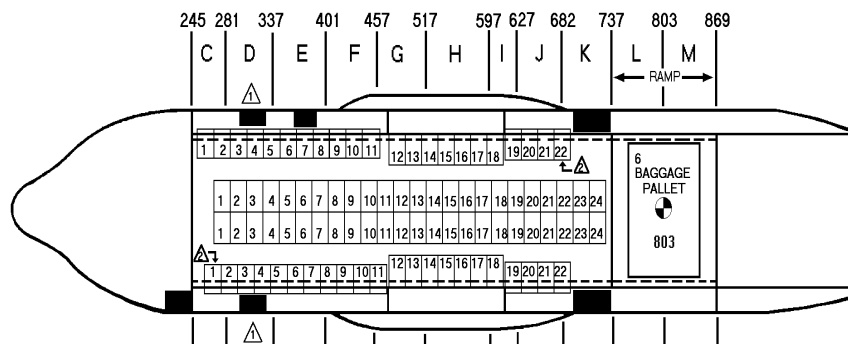
Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |
| Hot Cup | 1 | 3 | 170 | 1 |

Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 80 | 320 | 300 | 96 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

CONFIGURATION P-1



NOTES

1. ■ GROUND ESCAPE EXITS
2. △ AIRCRAFT 83-0486 AND UP
3. --- DUAL RAIL SYSTEM
4. △ LOADMASTER SEAT

1. Ninety-two sidewall and center aisle seats--seat belts on 20-inch centers. Overwater flights are limited to a maximum of 80 total personnel, including crew. For overwater flights eliminate outboard wheel well seats.
2. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
3. Cargo floor roller conveyors are removed and stowed under center aisle seats (no more than two high).
4. Time to configure is two persons, two hours.

CONFIGURATION P-2

Ref 5 of DD Form 365-4

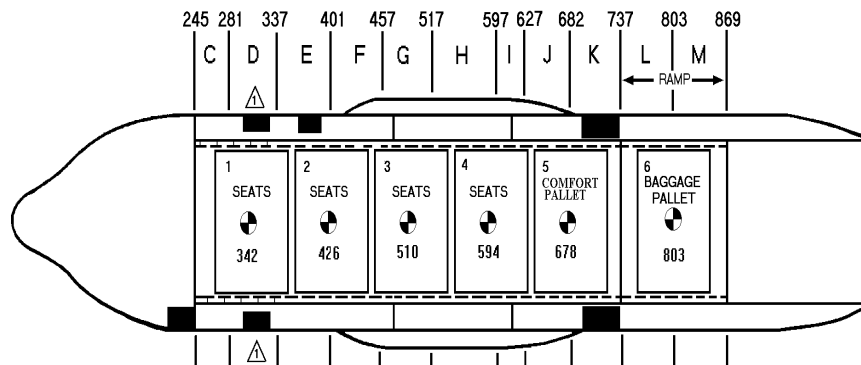
| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |
| Hot Cup | 1 | 3 | 170 | 1 |

Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| LPU-6/P (Infant Cot) | 4 | 16 | 300 | 5 |
| MB-1 vest (Casualty) | 2 | 8 | 300 | 2 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|-------------------|-----|-----|-----|-----|
| Comfort Pallet | 1 | A/R | | |
| Palletized Seats | A/R | | | |
| Portable Lavatory | A/R | | | |

CONFIGURATION P-2**NOTES**

1. ■ GROUND ESCAPE EXITS
2. △ AIRCRAFT 83-0486 AND UP
3. - - - DUAL RAIL SYSTEM

NOTE: Due to the non-availability of seat pallets and comfort pallets at most C-130 bases, load planners and users must coordinate for these items when requesting this configuration.

1. Thirty-two palletized seats.
2. C-141 or C-5 comfort pallet may be transported in any pallet position. The lavatory and coffee brewers are the only accessories authorized to be operated. Self-contained portable lavatory may be used in place of comfort pallet.

CONFIGURATION CP-1

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |
| Hot Cup | 1 | 3 | 170 | 1 |

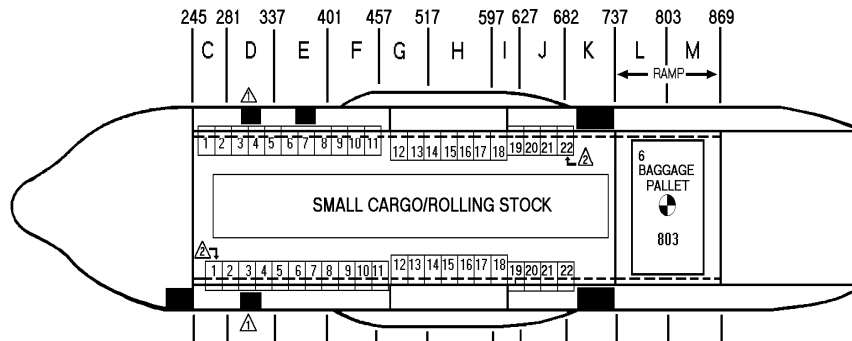
Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| LPU-6/P Infant Cot | 4 | 16 | 300 | 5 |
| MB-1 (Casualty) | A/R | | 300 | |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|--------------------|-----|-------|-----|-----|
| *Ramp Support | 1 | 50 | A/R | |
| *Cargo Winch | 1 | A/R | A/R | |
| *MA-1 Pry Bar | 1 | 49 | 245 | 12 |
| *Winch Power Cable | 1 | 48/25 | A/R | |

*As required by mission directive.

CONFIGURATION CP-1**NOTES**

1. ■ GROUND ESCAPE EXITS
2. △ AIRCRAFT 83-0486 AND UP
3. --- DUAL RAIL SYSTEM
4. △ LOADMASTER SEAT

1. Forty-four sidewall seats--seat belts on 20-inch centers. Center aisle seats may be installed as required.
2. Cargo space limited to small cargo or rolling stock. Width of cargo limited to 52 inches to provide passenger comfort.
3. Seats are numbered for identification and will be referred to as seat 1-left or seat 1-right, etc.
4. Roller conveyors will be removed and secured under the installed seats (no more than two high) except for the ramp sections. Time to configure is two persons, one hour.

CONFIGURATION CP-2

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |
| Hot Cup | 1 | 3 | 170 | 1 |

Ref 6 of DD Form 365-4

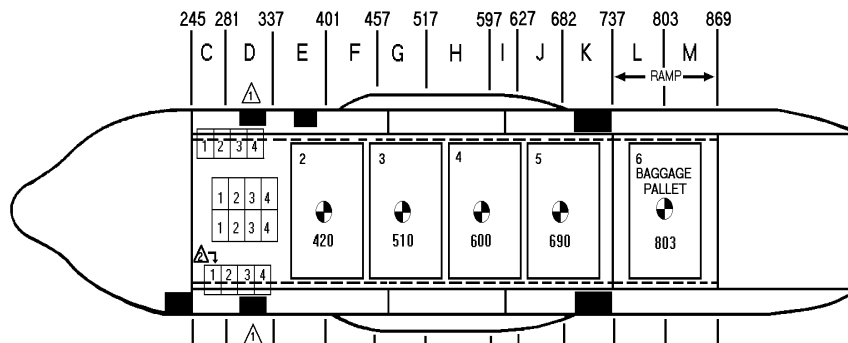
| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| LPU-6/P (Infant Cot) | 4 | 16 | 300 | 5 |
| MB-1 (Casualty) | A/R | | | |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|--------------------|-----|-------|-----|-----|
| *Ramp Support | 1 | 50 | A/R | |
| *Cargo Winch | 1 | A/R | | |
| *Winch Power Cable | 1 | 48/25 | A/R | |

*As required by mission directive.

CONFIGURATION CP-2



NOTES

1. GROUND ESCAPE EXITS
 2. AIRCRAFT 83-0486 AND UP
 3. DUAL RAIL SYSTEM
 4. LOADMASTER SEAT
1. Sixteen sidewall and center aisle seats--seat belts on 20-inch centers.
 2. Five pallet positions for cargo and baggage. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
 3. Roller conveyors that are not required will be removed and secured under the outboard seats.
 4. Time to configure is one person, one-half hour.

CONFIGURATION CP-3

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |
| Hot Cup | 1 | 3 | 170 | 1 |

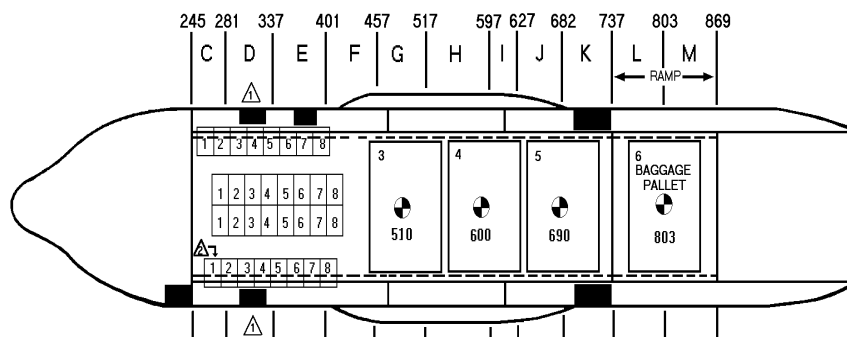
Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| LPU-6/P (Infant Cot) | 4 | 16 | 300 | 5 |
| MB-1 (Casualty) | A/R | | 300 | |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger oxygen kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|--------------------|-----|-------|-----|-----|
| *Ramp Support | 1 | 50 | A/R | |
| *Cargo Winch | 1 | A/R | | |
| *Winch Power Cable | 1 | 48/25 | A/R | |

*As required by mission directive.

CONFIGURATION CP-3**NOTES**

1. GROUND ESCAPE EXITS
2. AIRCRAFT 83-0486 AND UP
3. DUAL RAIL SYSTEM
4. LOADMASTER SEAT

1. Thirty-two sidewall and center aisle seats--seat belts on 20-inch centers.
2. Four pallet positions for cargo and baggage.
3. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
4. Roller conveyors not required will be removed and secured under the outboard seats.
5. Time to configure is one person, one-half hour.

CONFIGURATION CP-4

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |
| Hot Cup | 1 | 3 | 170 | 1 |

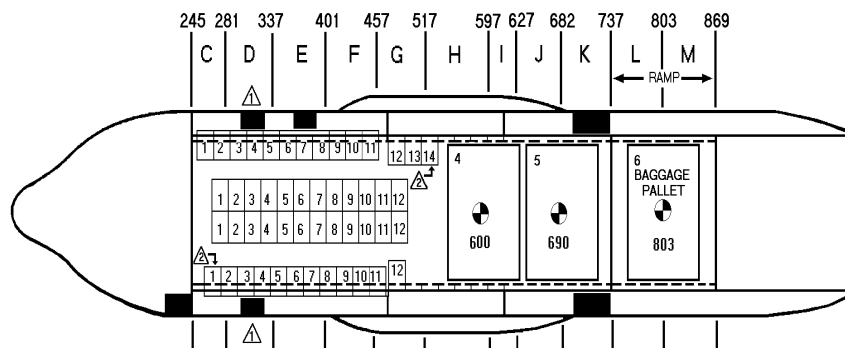
Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| LPU-6/P (Infant Cot) | 4 | 16 | 300 | 5 |
| MB-1 (Casualty) | A/R | | | |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|--------------------|-----|-------|-----|-----|
| *Ramp Support | 1 | 50 | A/R | |
| *Cargo Winch | 1 | A/R | | |
| *Winch Power Cable | 1 | 48/25 | A/R | |

*As required by mission directive.

CONFIGURATION CP-4**NOTES**

1. GROUND ESCAPE EXITS
 2. AIRCRAFT 83-0486 AND UP
 3. DUAL RAIL SYSTEM
 4. LOADMASTER SEAT
1. Fifty sidewall and center aisle seats--seat belts on 20-inch centers.
 2. Three pallet positions for cargo and baggage.
 3. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
 4. Roller conveyors not required will be removed and secured under the outboard seats.
 5. Time to configure is two persons, one and one-half hours.

CONFIGURATION CP-5

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |
| Hot Cup | 1 | 3 | 170 | 1 |

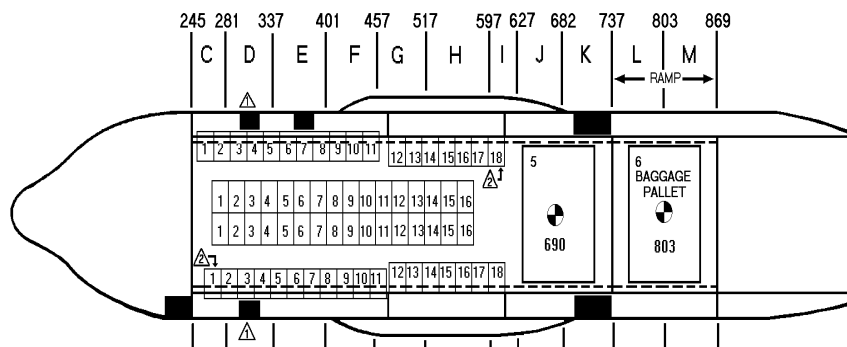
Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 80 | 320 | 300 | 96 |
| LPU-6/P (Infant Cot) | 4 | 16 | 300 | 5 |
| MB-1 (Casualty) | A/R | | 300 | |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|--------------------|-----|-------|-----|-----|
| *Ramp Support | 1 | 50 | A/R | |
| *Cargo Winch | 1 | A/R | | |
| *Winch Power Cable | 1 | 48/25 | A/R | |

*As required by mission directive.

CONFIGURATION CP-5**NOTES**

1. GROUND ESCAPE EXITS
 2. AIRCRAFT 83-0486 AND UP
 3. DUAL RAIL SYSTEM
 4. LOADMASTER SEAT
1. Sixty-eight sidewall and center aisle seats--seat belts on 20-inch centers.
 2. Two pallet positions for cargo and baggage.
 3. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
 4. Outboard roller conveyors not required will be removed and secured under the installed seats.
 5. Time to configure is two persons, two hours.

CONFIGURATION TAP-1

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | A/R | | | |

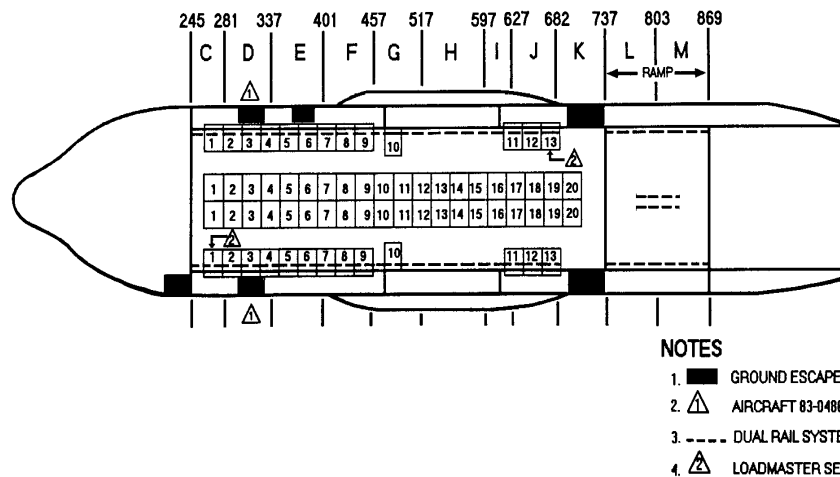
Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 80 | 320 | 300 | 96 |
| Parachutes | 3 | 90 | 300 | 27 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

COMPARTMENT SEAT

| COMPARTMENT | PARATROOPERS | COMPARTMENT | PARATROOPERS |
|-------------|--------------|-------------|--------------|
| C | 4 | H | 6 |
| D | 9 | I | 2 |
| E | 11 | J | 10 |
| F | 9 | K | 4 |
| G | 9 | | |

CONFIGURATION TAP-1



1. Sixty-six troop seats--seat belts on 24-inch centers. **EXCEPTION:** Outboard seats aft of wheel well may be in 20-inch configuration. Some C-130 models are nose heavy due to AWADS, armor installation, and other modifications. Actual number of paratroopers may vary as determined by aircraft center of gravity limitations.

2. Prior to seat installations, remove main floor intermediate conveyor sections and stow as follows:

a. Door sections 5 and 6 are stowed on cargo ramp after moving ramp conveyors to inboard position.

NOTE: Ensure that the aft section of the simul control rod from rail section 3 and the aft section of the right hand control rod from rail section 4 are removed. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position. Tie out the rotating rail connector on the aft end of the left and right dual rails to a convenient point on the outboard side of the airplane using one turn single 80 pound cotton webbing.

b. Intermediate sections are stowed as follows:

(1) Stack the left forward conveyors (section 14) on top of left side rails. Stow as far forward as possible.

(2) Stack the second group of left conveyors (sections 13 and 14) on top of left side rails immediately aft of stack 1.

- (3) Stack the remaining left conveyors (4 sections) on top of side rail in the wheel well area. Ensure the shortest section is placed on top and positioned to the aft end of stack to allow for one-man seat installation.
 - (4) Secure each stack of conveyors to rail tiedown rings with tiedown straps prior to positioning seats over conveyors.
 - (5) Remove and secure right roller conveyors and stack on top of right rails in the same manner as stated for the left side.
3. Install center anchor cable supports, jump platforms, and two anchor cables each side to inboard and center position IAW T.O. 1C-130A-9, section III.
4. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc.
5. Time to configure is 2 persons, 2 hours.

CONFIGURATION TAP-2

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|------------------------|-----|----|-----|-----|
| Liquid/Water Container | A/R | | | |
| Passenger Service Kit | A/R | | | |

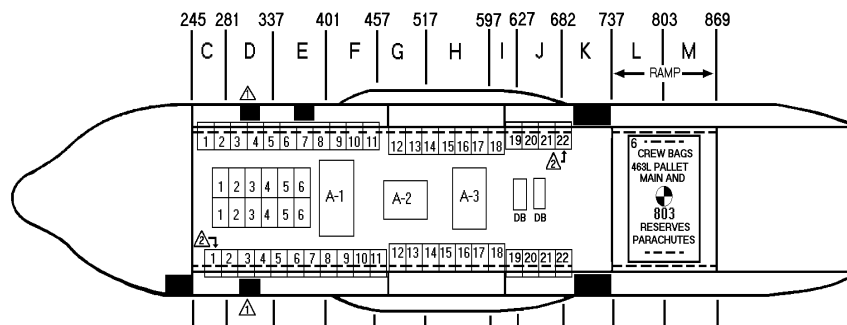
Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| Parachute | 3 | 90 | 300 | 27 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

COMPARTMENT SEATING

| COMPARTMENT | PARATROOPERS | COMPARTMENT | PARATROOPERS |
|-------------|--------------|-------------|--------------|
| C | 4 | H | 8 |
| D | 12 | I | 2 |
| E | 10 | J | 6 |
| F | 6 | K | 1 |
| G | 5 | | |

CONFIGURATION TAP-2



NOTES

1. [Solid black rectangle] GROUND ESCAPE EXITS
2. [Triangle symbol] AIRCRAFT 83-0486 AND UP
3. [Dashed line] DUAL RAIL SYSTEM
4. [Triangle symbol] LOADMASTER SEAT

1. Fifty-six troop seats--seat belts on 20-inch centers. This configuration is for inflight rigging of paratroopers on long-range missions.

2. Prior to seat installation, remove main floor intermediate conveyors and secure under installed seats. Remove paratroop dual rail sections and stow on ramp or pallet.

NOTE: Ensure that the aft section of the simul control rod from rail section 3 and the aft section of the right hand control rod from rail section 4 are removed. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position. Tie out the rotating rail connector on the aft end of the left and right dual rails to a convenient point on the outboard side of the airplane using one turn single 80 pound cotton webbing.

3. Install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, section III. When only one cable is installed, either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 20 paratroopers may be attached to a single cable.

4. Seats are numbered for identification and will be referred to as seat 1-left/1-right or center aisle seat 1-left/1-right, etc.

5. Time to configure is two persons, two hours.

A-1 Main and reserve parachutes in kit bags to be relocated from aft pallet prior to chuting up paratroopers in flight. Items may be loaded on the ramp if a pallet is not available.

A-2 M-1590 weapon cases belonging to troops that occupy wheel well seats.

A-3 Weapons in equipment containers stacked.

DB Door bundles.

CONFIGURATION TAP-3

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | A/R | | | |

Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| Parachutes | 3 | 90 | 300 | 27 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

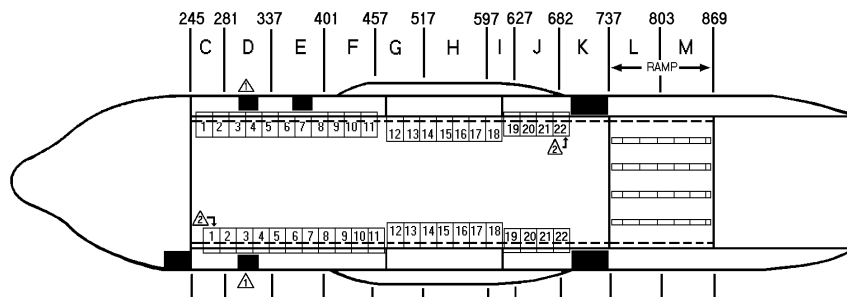
| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|-----------------|-----|-----|-----|-----|
| *Ramp Support | 1 | 50 | A/R | |
| *Oxygen Console | 1 | A/R | | |

*As required by mission directive.

COMPARTMENT SEATING

| COMPARTMENT | SEATS AVAILABLE | COMPARTMENT | SEATS AVAILABLE |
|-------------|-----------------|-------------|-----------------|
| C | 2 | H | 8 |
| D | 6 | I | 2 |
| E | 6 | J | 6 |
| F | 6 | K | 1 |
| G | 5 | | |

CONFIGURATION TAP-3



NOTES

1. ■ GROUND ESCAPE EXITS
2. △ AIRCRAFT 83-0486 AND UP
3. --- DUAL RAIL SYSTEM
4. △ LOADMASTER SEAT

1. Forty-four troop seats sidewall on 20-inch centers. This configuration may be used for paratroop door or tailgate operations including HALO/HAHO drops.

2. For paratroop door operations, remove dual rail paratroop door sections 5 and 6 and stow on ramp.

NOTE: Ensure that the aft section of the simul control rod from rail section 3 and the aft section of the right hand control rod from rail section 4 are removed. Move protruding portion of sequential drawbar forward by ratcheting all left hand detents to the unlocked position. Tie out the rotating rail connector on the aft end of the left and right dual rails to a convenient point on the outboard side of the airplane using one turn single 80 pound cotton webbing.

3. Prior to seat installation, remove main floor intermediate conveyor sections and secure under installed seats.

4. Install center anchor cable supports, jump platforms, and one or two anchor cables on each side, as required, to inboard and center positions IAW T.O. 1C-130A-9, section III. When only one cable is installed,

either center or inboard positions may be used provided like patterns are maintained on the opposite side of the aircraft. A maximum of 20 paratroopers may be attached to a single cable.

5. For tailgate operations remove intermediate ramp roller conveyors and install anchor cables IAW T.O. 1C-130A-9, section III.

6. Seats are numbered for identification and will be referred to as sidewall seat 1-left/1-right or center aisle seat 1-left/1-right, etc. For HALO/HAHO operations the oxygen console will be positioned as required.

7. Time to configure is two persons, one hour.

CONFIGURATION TAC-1

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | A/R | | | |

Ref 6 of DD Form 365-4

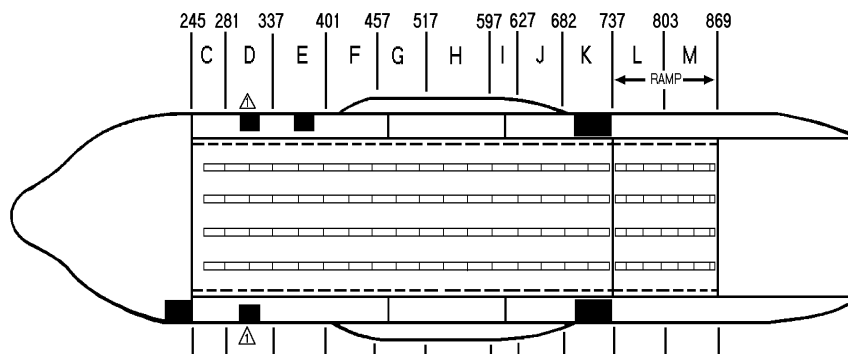
| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| Parachutes | 3 | 90 | 300 | 27 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|--------------------|-----|-------|-----|-----|
| *Cargo Winch | 1 | A/R | 270 | A/R |
| *Ramp Support | 1 | 50 | A/R | |
| *Winch Power Cable | 1 | 48/25 | A/R | |

*As required by mission directive.

CONFIGURATION TAC-1



NOTES

1. [Solid Black Rectangle] GROUND ESCAPE EXITS
 2. [Triangle] AIRCRAFT 83-0486 AND UP
 3. [Dashed Line] DUAL RAIL SYSTEM
1. All restraint rails down and roller conveyors installed.
 2. Seating availability is dependent on the number of platform loads.
 3. Install one anchor cable on each side to the outboard position IAW T.O. 1C-130A-9 (as required)
 4. Time to configure is one person, one hour.

CONFIGURATION TAC-2 (CDS)

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | A/R | | | |

Ref 6 of DD Form 365-4

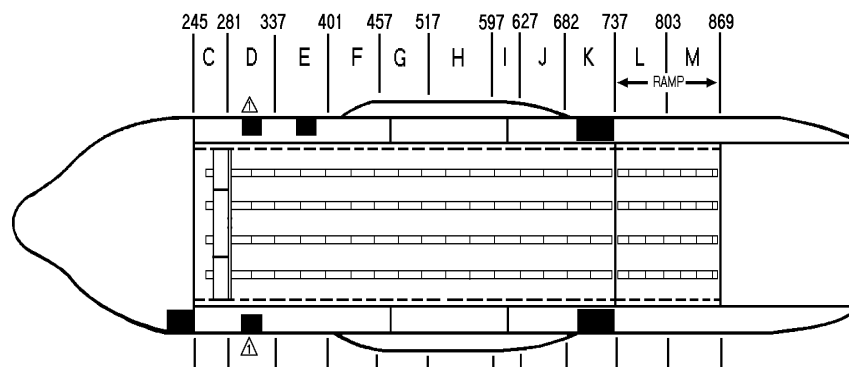
| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kit | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|---------------------------|-----|-----|-----|-----|
| *Ramp Support | 1 | 50 | A/R | A/R |
| *CDS Buffer Stop Assembly | 1 | 585 | A/R | |
| *CDS Rigging Kit | 1 | A/R | A/R | |

*When specified by mission directives.

CONFIGURATION TAC-2 (CDS)



NOTES

1. ■ GROUND ESCAPE EXITS
2. △ AIRCRAFT 83-0486 AND UP
3. ---- DUAL RAIL SYSTEM

1. Individual A-22 containers, single stick up to 8 containers or double stick up to 16 containers (any even number) may be airdropped utilizing this configuration. A maximum of 10 A-7A or A-21 containers may be dropped over the ramp using this configuration.

2. Mission tasking units will use the following criteria to schedule the buffer stop assembly for CDS missions:

a. The buffer stop assembly (BSA) will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier (IAW T.O. 1C-130A-9) system may be used in lieu of the BSA.

b. When the weight of the containers exceed 26,650 pounds, additional restraint will be installed IAW T.O. 1C-130A-9, Section VIIC. 3. Seating availability is dependent on the number of containers loaded.

4. Combination drop is limited to single stick. Weight of bundles cannot exceed 5,000 pounds. A maximum of 20 paratroopers may be tailgated depending on seats available.

5. Time to configure is two persons, one hour.

CONFIGURATION TAC-3 (CVR CDS)

Ref 5 of DD Form 365-4

| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | A/R | | | |

Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|---|-------|-----|-----|-----|
| *Ramp Support | 1 | 50 | A/R | |
| *CDS Buffer Stop Assembly | 1 | 585 | A/R | |
| *CDS Rigging Kit | 1 | A/R | A/R | |
| Centerline Vertical Restraint Rail (CVR) | 1 set | 397 | 564 | 224 |

See note for less than full configuration.

*When specified by mission directive.

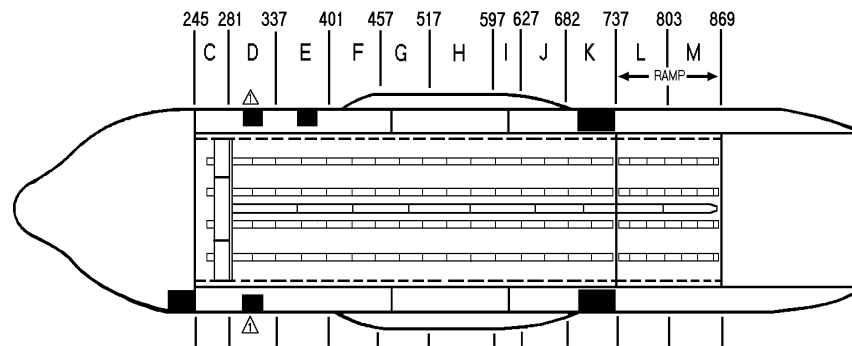
NOTE: For less than full configuration, use the following figures, as required.

| CVR SECTION NUMBER | CONF # | WT | ARM | MOM | WT | COMBINED | |
|-----------------------|--------|----|------|-----|----|----------|-----|
| | | | | | | ARM | MOM |
| Aft Ramp section #1 | 1 | | 37 | | | | |
| Fwd Ramp section #2 | 2 | | 36 | | | | |
| Aft Floor section #3 | 3 | | 43 | | | 116 | 767 |
| Main Floor section#4 | 4 | | 56 | 640 | 36 | 172 | 726 |
| Main Floor section #4 | 5 | | 56 | 560 | 31 | 228 | 684 |
| Main Floor section#4 | 6 | | 56 | 480 | 27 | 284 | 644 |
| Main Floor section#4 | 7 | | 56 | 400 | 22 | 340 | 603 |
| Fwd Floor section #5 | 8 | | 28.5 | 340 | 10 | 368.5 | 583 |
| Fwd Floor section #5 | 9 | | 28.5 | 300 | 9 | 397 | 564 |

CVR sections #4 are interchangeable.

CVR sections #5 are interchangeable.

CONFIGURATION TAC-3 (CVR CDS)



NOTES

1. ■ GROUND ESCAPE EXITS
2. △ AIRCRAFT 83-0486 AND UP
3. --- DUAL RAIL SYSTEM

1. Individual A-22 containers, single stick up to 8 containers, or double stick up to 16 containers may be airdropped utilizing this configuration.
2. Mission tasking units will use the following criteria to schedule the buffer stop assembly for CDS missions:
 - a. The buffer stop assembly (BSA) will be installed when the total A-22 containers weigh 5,001 pounds or more and are airdropped on a single pass. When airdropping a combined rigged weight of 5,000 pounds or less, an alternate forward barrier (IAW T.O. 1C-130A-9) system may be used in lieu of the BSA.
 - b. When the weight of the containers exceed 26,650 pounds, additional restraint will be installed IAW T.O. 1C-130A-9, Section VIIC.
3. CVR must be installed after BSA is loaded. CVR is installed from aft to fwd. Centerline vertical restraint (CVR) will be installed as required for the number of bundles being dropped. Minimum configuration requires at least section 3. See T.O. 1C-130A-9 for installation procedures.
4. Position anchor cable stops at FS's 749 and 773 left and right side, as desired.
5. Seating availability is dependent on the number of containers loaded.
6. Combination drops may be made with up to 8 bundles dropped from one side of the CVR and up to 20 paratroopers dropped from the opposite side.
7. Time to configure is two persons, one hour.

CONFIGURATION DV-1

Ref 5 of DD Form 365-4

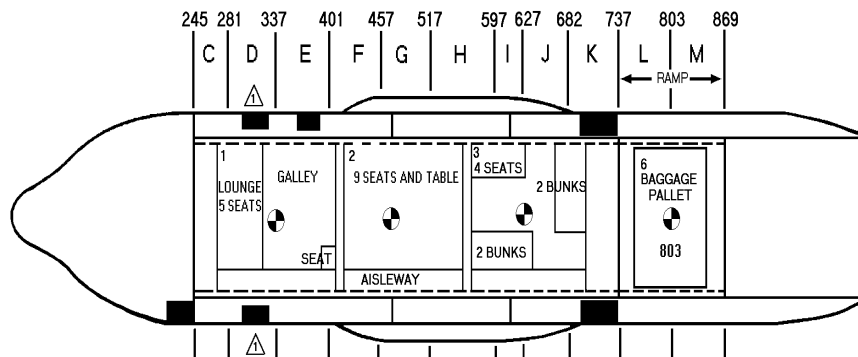
| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | 1 | 10 | A/R | |

Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Life Preserver | 60 | 240 | 300 | 72 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|-----------------|-----|----|-----|-----|
| DV Platforms | A/R | | | |

CONFIGURATION DV-1 (TYPICAL)**NOTES**

1. [Symbol] GROUND ESCAPE EXITS
2. [Symbol] AIRCRAFT 83-0486 AND UP
3. - - - - DUAL RAIL SYSTEM

- *1. Three 12-foot platforms may be connected together to form one unit.
 - 2. Electrical system connection/checkout is performed by qualified personnel.
 - 3. A safety aisle must be provided on the platforms.
 - 4. Sixteen aft facing seats and two forward facing seats are normally installed in the units.
 - 5. Individual unit weights will vary depending on type DV unit installed.
 - 6. Time to configure two persons, two hours.
- *NOTE:** Numerous variations of DV kits exist. Determine the type kit to be used when planning the mission.

CONFIGURATION F-1

Ref 5 of DD Form 365-4

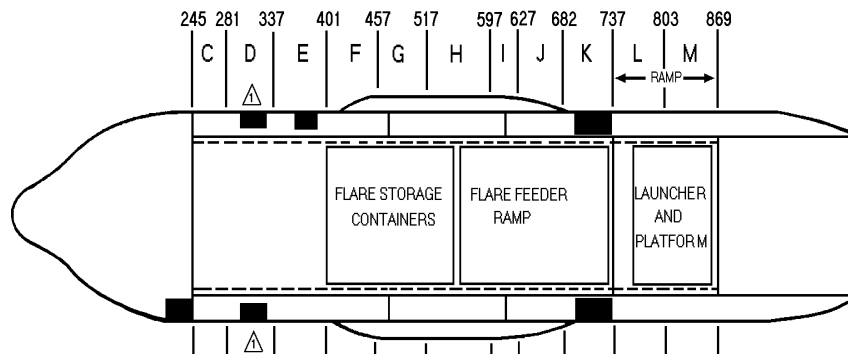
| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|----|-----|-----|
| Liquid/Water Containers | A/R | | | |
| Passenger Service Kit | A/R | | | |

Ref 6 of DD Form 365-4

| EMERGENCY EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|-----|-----|-----|
| Parachute | 10 | 300 | 300 | 90 |
| Life Preserver | 60 | 240 | 300 | 72 |
| Protective Clothing Kit | 1 | 40 | 300 | 12 |
| Passenger Oxygen Kits | A/R | | | |

Ref 7 of DD Form 365-4

| EXTRA EQUIPMENT | QTY | WT | STA | MOM |
|-------------------------|-----|------|-----|------|
| Flare Storage Container | 1 | 1310 | 460 | 603 |
| Feeder Ramp | 1 | 1800 | 655 | 1179 |
| Launcher and Platform | 1 | 820 | 803 | 658 |

CONFIGURATION F-1**NOTES**

1. ■ GROUND ESCAPE EXITS
2. △ AIRCRAFT 83-0486 AND UP
3. ---- DUAL RAIL SYSTEM

1. Install restraint rails and intermediate roller conveyors.
2. This flare configuration consist of 2 flare storage containers palletized on a 12-foot platform with a capability for 288 flares. One flare feeder ramp palletized on a 16-foot platform with a capacity for 33 flares, for a total of 321 flares that may be carried.
3. Load and position flare storage container platform so the forward edge is at flight station 401. Secure with appropriate dual rail locks. Load and position palletized flare feeder ramp to allow aft edge of platform to extend approximately 2-inches aft of ramp hinge and secure with appropriate dual rail locks. Load and position the operator's platform on aircraft ramp and attach to feeder ramp connector bars. Load the flare launcher on top of the operator's platform and secure with two CGU-1/B 5,000 pound straps. T.O. 1C-130A-1-2 lists mandatory equipment requirements.
4. Time to configure is one person, one-half hour.

CONFIGURATION WX-1

Ref 5 of DD Form 365-4

| | | | | |
|-------------------|-----|----|-----|-----|
| STEWARD EQUIPMENT | QTY | WT | STA | MOM |
|-------------------|-----|----|-----|-----|

| | | | | |
|-------------------------|-----|--|--|--|
| Liquid/Water Containers | A/R | | | |
|-------------------------|-----|--|--|--|

Ref 6 of DD Form 365-4

EMERGENCY EQUIPMENT

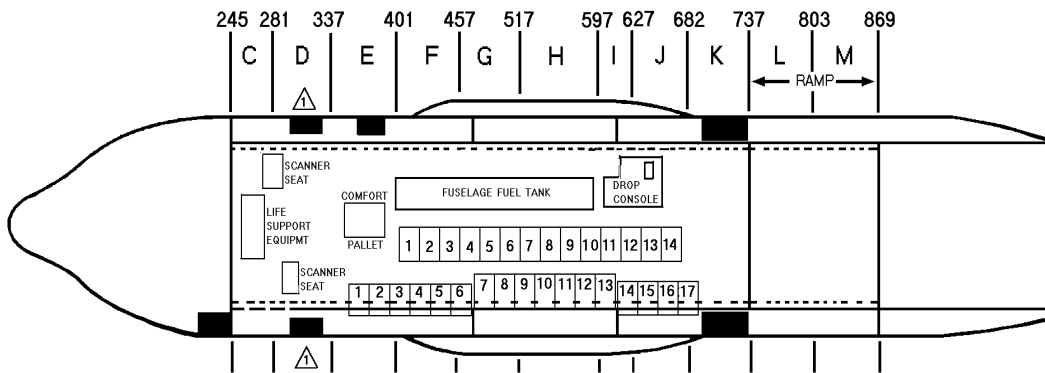
| | | | | |
|----------------|----|-----|-----|----|
| Life Preserver | 40 | 160 | 280 | 45 |
|----------------|----|-----|-----|----|

Ref 7 of DD Form 365-4

EXTRA EQUIPMENT

| | | | | |
|---------------|-----|--|--|--|
| Dropwindsonde | A/R | | | |
|---------------|-----|--|--|--|

CONFIGURATION WX-1



NOTES

1. ■ GROUND ESCAPE EXITS
2. △ AIRCRAFT 83-0486 AND UP
3. - - - DUAL RAIL SYSTEM

1. Seats 5-L and 6-L are unusable on some airplanes.

TABLE 3.1
MINIMUM PASSENGER DRINKING WATER QUANTITY (GALLONS) BY FLIGHT TIME

| A | B | C | D |
|---------------------|-----------------|-----------------|----------------|
| NUMBER OF PERSONNEL | SIX HRS OR LESS | SIX TO NINE HRS | NINE TO 12 HRS |
| 20 | 5 | 5 | 5 |
| 25 | 5 | 5 | 7 |
| 30 | 5 | 6 | 8 |
| 35 | 5 | 7 | 9 |
| 40 | 5 | 8 | 10 |
| 45 | 6 | 9 | 12 |
| 50 | 7 | 10 | 13 |
| 55 | 7 | 11 | 14 |
| 60 | 8 | 12 | 15 |
| 65 | 9 | 13 | 17 |
| 70 | 9 | 14 | 18 |
| 75 | 10 | 14 | 19 |
| 80 | 10 | 15 | 20 |
| 85 | 11 | 16 | 22 |
| 90 | 12 | 17 | 23 |

Chapter 4

REFERENCE DATA

4.1. General. This chapter contains reference data to assist personnel in load planning.

4.2. Emergency Exits and Safety Aisles. Load aircraft in such a manner that the following emergency exits and safety aisles are available:

4.2.1. At least one cabin emergency exit is unobstructed.

4.2.2. At least one unobstructed emergency exit is available for each 20 passengers/troops. (This does not restrict overwater flights if the three overhead escape hatches are available for egress.) Litters and seats erected across an emergency exit are not considered as an obstruction.

4.2.3. When passengers are being airlifted, an unobstructed aisleway will be maintained in the wheel well (pallet positions 3 & 4) and ramp area (pallet position 6) to provide access to emergency exits. In the wheel well area the aisleway will be a minimum of 14 inches wide between the outer edge of the cargo and the aircraft and will begin at the cargo floor or dual rail outboard frame. Tiedown equipment (463L nets, straps, chains, devices) shall not normally be considered an obstruction. The dual rail outboard frame provides 8 inches of the 14 inch requirement on the main cargo floor (Figure 4.1 A.). In the ramp area the aisleway will be a minimum of 8 inches beginning at the outboard edge of the dual rail outboard frame. The aisleway should normally be on the left side of the aircraft. If the aisleway is placed on the right side of the aircraft, then clearance to the right side of the aircraft must be maintained. Access to aft latrine facilities requires an 18 inch clear area on the forward left or right side of cargo loaded on the ramp. On C-130A, E, and H (prior to 83-0486) the clear area must be on the left side of the pallet. On C-130H (83-0486 and up) the clear area must be on the right side of the pallet.

4.2.4. If the aisleway requirement in paragraph 4.2.3. cannot be achieved on missions carrying crew only or mission-essential personnel authorized by operations order/plan or DIRMBOFOR, then an aisleway will be maintained in the wheel well area that provides a minimum of 14 inches between the outer edge of the cargo and aircraft beginning no higher than 36 inches above the floor/pallet/platform or a minimum of 30 inches between the outer edge of cargo and the aircraft beginning no higher than 60 inches above the floor/pallet/platform. The dual rail outboard frame provides 8 inches of this requirement on the main cargo floor (figure 4.1 B.).

4.2.5. During airdrop missions, loadmasters shall have access to the rear of the aircraft to accomplish tactical checklists.

4.2.5.1. (HC-130) Removal of a fuselage tank may be necessary to provide a safety aisle when outsized cargo is carried. In some instances, it may be necessary to carry outsized cargo when removal of the fuselage tank would degrade mission capability to an unacceptable level. In that event, and at the discretion of the unit commander, the aircraft may be flown with a restricted safety aisle, provided the aircrew has reasonable access to the rear of the aircraft and passengers are behind the cargo with ready access to an escape hatch.

4.2.6. On all missions, cargo will be loaded in such a way that the crew will have access to the rear of the aircraft. Loads in section VI of T.O. 1C-130A-9 are specific and do not require a waiver.

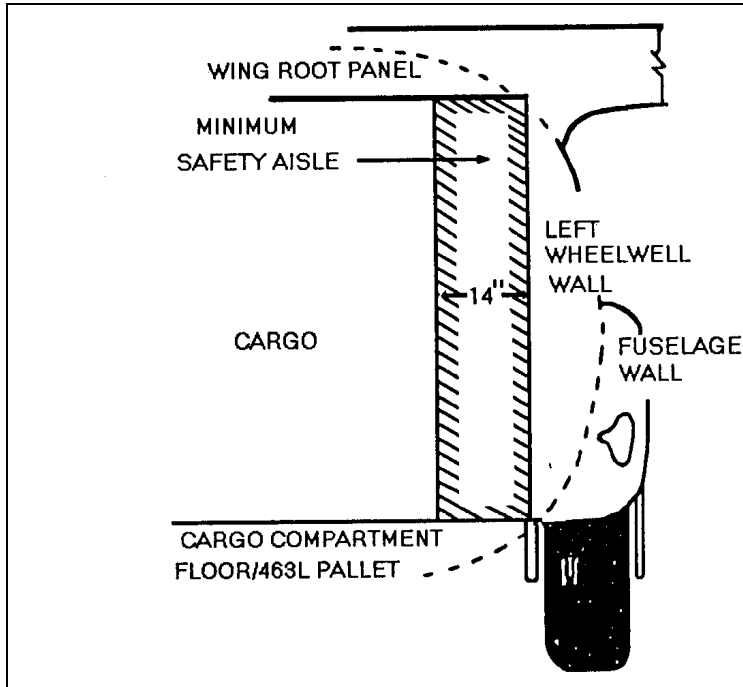
4.3. Miscellaneous Data. The following tables and charts are provided to aid in configuration planning, and weight and balance:

4.3.1. Figure 4.1, Safety Aisles.

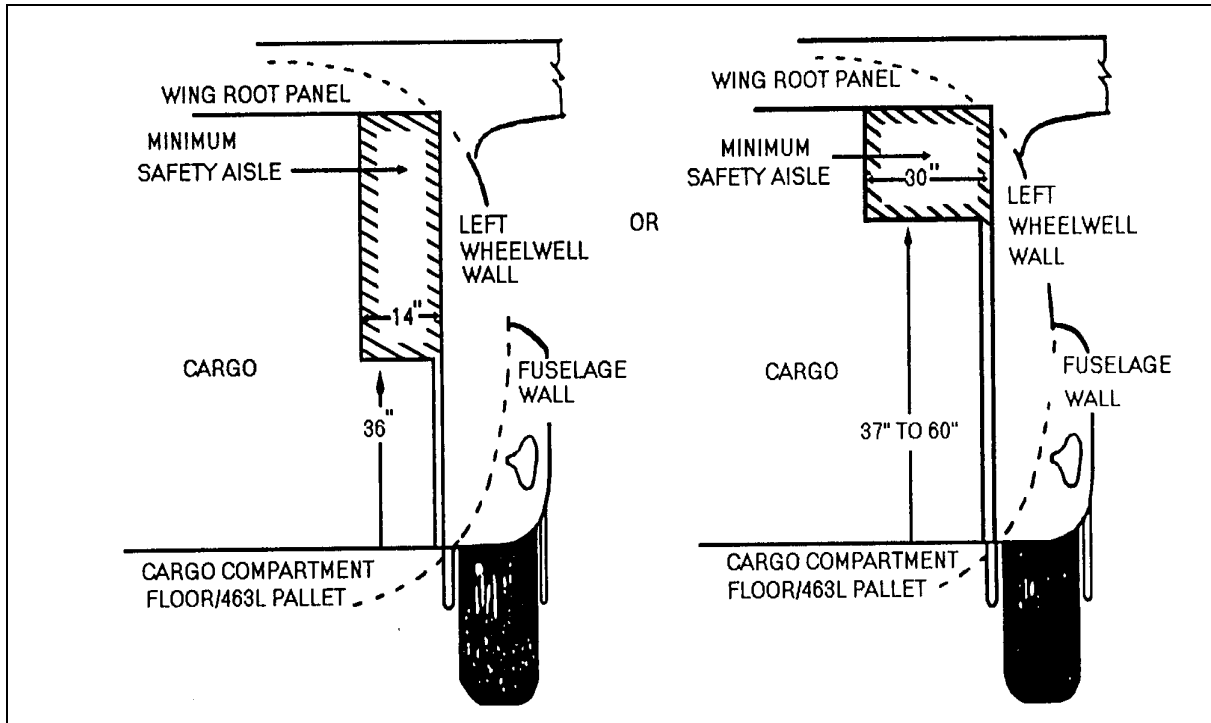
4.3.2. Table 4.1, Standard Weights and Comfort Pallet Equipment.

Figure 4.1. Safety Aisles, Wheel Well Area.

A. With Passengers:



B. Without Passengers.



**TABLE 4.1
STANDARD WEIGHTS**

| Item | Weight/lbs | |
|---|-----------------|---------------|
| Crewmember (with professional gear) | | 200 |
| Passenger (without baggage) | | 175 |
| Patient, litter (without baggage) | | 195 |
| Patient, ambulatory (without baggage) | | 160 |
| | Training | Combat |
| Ground trooper with web gear and weapon | 210 | 210 |
| Ground trooper with carry-on baggage | 210 | 210 |
| Ground trooper with web gear, weapon, and rucksack | 250 | 300 |
| Ground trooper with combat equipment/tools | 250 | 300 |
| Ground trooper with web gear, weapon, rucksack, and duffel bag | 350 | 400 |
| Ground trooper with combat equipment/tools and duffel bag | 350 | 400 |
| Parachutist with web gear, weapon, and rucksack | 300 | 350 |
| Parachutist, Hollywood--no equipment or weapon | 220 | |
| Rucksack | 40 | 80 |
| NOTE: The personnel standard weights are for planning purposes only. Actual weights will be used if known. | | |
| EQUIPMENT WEIGHTS | | |
| Equipment | Weight/lbs | |
| Antiexposure suit | | 6 |
| Buffer stop assembly | | 585 |
| Centerline vertical restraint (9-piece set) | | 397 |
| Comfort pallet (serviced) (C-141) | | 3740 |
| Comfort pallet (unserviced) (C-141) | | 3020 |
| Comfort pallet (serviced) (C-5) | | 4049 |
| Comfort pallet (unserviced) (C-5) | | 3325 |
| Emergency escape breathing device (EEBD) | | 6 |
| Hot cup | | 3 |
| Litter (air evac) | | 14 |
| LPU-10/P-2/P life vest | | 4 |
| LPU-5/P life vest | | 4 |
| LPU-6/P life vest (infant survival cot) | | 4 |
| Life raft (20-person) | | 180 |
| Liquid container w/contents ("M" compartment) | | 25 |
| Liquid container w/o contents ("M" compartment) | | 9 |
| MB-1 life vest (casualty) | | 4 |
| Oxygen bottle, portable | | 6 |
| Parachute (back) | | 30 |
| Passenger oxygen kit (15 in foot locker) | | 60 |
| Passenger service kit | | 10 |
| Personnel restraint harness, PCU 17/P | | 9 |
| Portable lavatory assembly | | 400 |
| Single lavatory on pallet | | 600 |
| Double lavatory on pallet | | 200 |
| Protective clothing kit | | 40 |
| Pry bar | | 49 |
| Ramp support (wooden) | | 50 |
| Smoke mask | | 1 |
| Snatch block (PN 7320110-3) | | 8 |
| Tiedown, chain, MB-1/CGU-4/E | | 7 |
| Tiedown, chain, MB-2/CGU-3/E | | 20 |
| Tiedown, device, MB-1/CGU-4/E | | 3.5 |
| Tiedown, device, MB-2/CGU-3/E | | 6 |
| Tiedown, strap, CGU-1/B | | 4 |
| Water, container (2-gal, Igloo (w/contents)) | | 25 |
| Water, container (5-gal, Igloo (w/contents)) | | 50 |
| Water, drinking, per gallon | | 8 |
| Winch, cargo, HCU-9/A | | 290 |
| Winch, cargo, Hoover | | 249 |
| Winch, cargo, Bulldog 41B | | 196 |
| Winch, cargo, Bulldog 41BG | | 175 |
| Winch, power cable | | 48/25 |

TABLE 4.2
PROTECTIVE ARMOR

| LOCATION | WEIGHT | STATION | MOMENTS |
|-----------------------------------|----------|---------|---------|
| FLIGHT STATION | 1,140LBS | FS186 | 212 |
| NOSE WHEEL WELL AND LOX BOTTLE | 215 LBS | FS 133 | 29 |
| CARGO COMPARTMENT | 250 LBS | *FS 720 | *180 |

***NOTE:** This table shows the cargo compartment armor installed on the troop doors. If the armor is re-located to provide protection for a two-man seat, moments must be recalculated.

TABLE 4.3
DUAL RAIL LOCK AND SEAT STANCHION LOCATION

| DUAL RAIL LOCK LOCATION | |
|-------------------------|---------------------|
| LOCK NUMBER | FS LOCATION E and H |
| 1 | 310 |
| 2 | 350 |
| 3 | 390 |
| 4 | 430 |
| 5 | 470 |
| 6 | 510 |
| 7 | 550 |
| 8 | 590 |
| 9 | 630 |
| 10 | 670 |
| 11 | 710 |
| SEAT STANCHION LOCATION | |
| STANCHION NUMBER | FS LOCATION E and H |
| 1 | 257 |
| 2 | 328 |
| 3 | 388 |
| 4 | 448 |
| 5 | 509 |
| 6 | 569 |
| Ladder | 629-649 |
| 7 | 689 |
| 8 | 729 |

Seat bottom extension adds 9 3/4" when installed

Seat back extension adds 7" when installed.

Chapter 5**DD FORM 365-4 INSTRUCTIONS****C-130 SERIES AIRCRAFT**

5.1. Introduction. This chapter provides instructions for computation and completion of DD Form 365-4 (Weight and Balance Clearance Form F). The Form F will be computed by using simplified moments. All entries and signatures must be legible.

5.2. Load Planning. The cargo load must be planned so that the center of gravity of the loaded aircraft will be within the specified forward and aft limits for any given operating condition. Consideration must also be given to offload sequence, aircraft limitations, and emergency jettisoning. Math, charts contained in T.O. 1C-130X-5, and aircraft load adjuster (slipstick) are tools which may be used for load planning. When the fuel load is unknown, load plan for a 20-22 percent of MAC zero fuel.

5.3. General Instructions. These instructions apply to Forms F using simplified moments. Entries on the form may be either typed, handwritten, or computer entered.

5.3.1. DD Form 365-4 Heading. Enter date, mission number, aircraft type, serial number, departure and destination station (name or ICAO identifier), home station of aircraft, and pilot's rank and last name.

5.3.2. Limitations Column. Enter the appropriate weight and CG limits for the planned mission using the following criteria: the maximum gross weight and center of gravity limits specified in T.O. 1C-130X-1 will not be exceeded. Gross weights may also be limited by operating conditions; i.e., obstacle clearance, rate of climb, weather conditions, altitude, runway/taxiway bearing capacity, or any other published restrictions. The pilot/flight engineer will inform the loadmaster of any gross weight restrictions prior to mission planning so an accurate ACL may be obtained.

5.3.2.1. Takeoff. Unless other restrictions are imposed, use 155,000 pounds for C-130E/H, 124,200 for C-130A and subtract total aircraft weight (reference 12).

5.3.2.2. Landing. Unless other landing restrictions, such as assault landing, are imposed, use 155,000 pounds for C-130E/H, 124,200 for C-130A and subtract operating weight plus estimated landing fuel (references 9 and 23).

5.3.2.3. Limiting Wing Fuel. Computed IAW Limiting Wing Fuel Chart in this attachment or T.O. 1C-130X-1, section V, for takeoff and landing. The most restrictive weight will be used.

NOTE: The limiting wing fuel chart in this attachment is based on a 2.5 G maneuver load factor with indicated airspeed restrictions outlined in area "C" of the flight manual limitation charts. Specific mission requirements exceeding area "C" limitations must be computed by the aircrew using the appropriate flight manual weight limitations chart.

NOTE: Enter the allowable gross weight for limiting wing fuel and subtract the operating weight (reference 9) to determine limiting wing fuel allowable load. After subtracting any fuselage tank fuel the limiting wing fuel allowable load, enter the smallest of the three figures as ACL in the remarks section.

5.3.3. Permissible CG Takeoff and Landing. Compute the forward and aft center of gravity limitations using the center of gravity table in the appropriate T.O. 1C-130X-5. Leave blank the block entitled Permissible CG Zero Fuel Wt.

5.3.4. Signature Blocks:

5.3.4.1. Computed by: signature, rank, and organization.

5.3.4.2. Weight and Balance Authority: Leave blank

5.3.4.3. Pilot: Signature on original and duplicate.

5.4. Instructions for Moment Form F. Use applicable T.O. 1C-130X-5, Chart E.

5.4.1. Reference 1. Enter basic weight and moment from the last entry of the certified copy of DD Form 365-3 (Chart C) in the aircraft weight and balance handbook.

5.4.2. Reference 2. Leave blank.

5.4.3. Reference 3. Enter the number of crewmembers, locations, weight, and moment from crew/cargo compartment tables.

5.4.4. Reference 4. Enter crew baggage by location. Determine weight and moment.

5.4.5. References 5, 6, and 7. Determine amount of equipment on board and enter by location. Determine weight and moment.

5.4.6. Reference 8. Leave blank.

5.4.7. Reference 9. Total of references 1 through 8.

5.4.8. Reference 10. Enter total takeoff fuel and determine moments from fuel moment charts.

NOTE: In the remarks section, enter a breakdown of takeoff fuel weight to the nearest 100 pounds and moments using the fuel moment charts contained in the applicable T.O. 1C-130X-5. An alternate method of computing fuel moments is accomplished by multiplying the total fuel by .552. In this instance only the total fuel weight and moment need to be shown for takeoff and landing.

5.4.9. Reference 11. Leave blank.

5.4.10. Reference 12. Total of references 9 and 10.

5.4.11. Reference 13. Distribution of Allowable Load (Payload).

5.4.11.1. Enter weight of cargo pallets, vehicles, rolling stock, floor-loaded cargo, etc., by determining the fuselage station of the cargo center of balance. Large items will be listed separately. Items loaded side by side may be combined. General cargo may be compartment loaded. Determine moment.

5.4.11.2. Enter number and weight of passengers/troops/litters using either a compartment centroid or each individual's weight by location centroid. Determine moment.

5.4.11.3. Enter weight of airdrop platform(s) by individual centroid location. CDS containers may be entered by compartment centroid or individual container centroid. Determine moment.

NOTE: During engine running onloads or when planned ground times preclude use of procedures in para 5.4.11.1 through 5.4.11.3., a combined load C/B may be used if a validated load plan is presented.

5.4.11.4. The total load weight and moment of reference 13 will be entered in reference 15 as a subtotal.

NOTE: The total weight of reference 13 shall not exceed the smallest allowable load determined by the limitation block.

5.4.12. Reference 14. Compute and enter zero fuel weight and zero fuel moment by adding references 9 and 15. Zero fuel percent of MAC is not required, but may be helpful when targeting a 20-22 zero fuel percent of MAC.

5.4.13. Reference 15. Subtotals; enter totals from reference 13.

5.4.14. Reference 16. Total of references 12 and 15.

5.4.15. Reference 17. Enter the takeoff CG in percent of MAC.

5.4.16. Reference 18. When applicable, enter correction from computations in corrections column.

NOTE: Computations in the corrections column may require correction of the zero fuel figures, but is not mandatory.

5.4.17. Reference 19. Adjustments after weight or moment from reference 18 is either added or subtracted to/from reference 16.

5.4.18. Reference 20. Enter corrected CG in percent of MAC, as required.

NOTE: References 18, 19, and 20 will be left blank if corrections are not required.

5.4.19. Reference 21. Enter figures from reference 14.

5.4.20. Reference 22. If required, subtract airdrop load weight and moment from reference 21 or changes in corrections column and enter as adjusted zero fuel weight/moment on first blank line in reference 22. First blank line title will read, "Adj ZFW/M".

5.4.21. Reference 23. Enter landing fuel weight and moment, obtained by determining estimated amount of fuel remaining in tanks for landing. Moment can be determined by using fuel charts in the applicable T.O. 1C-130X-5, or by multiplying the total fuel on board by .552.

NOTE: In the remarks section enter a breakdown of landing fuel weight/moment by tank. (Refer to paragraph 5.4.8. for computing fuel moments using alternate method.) When flight plan fuel weights are not available, use the following criteria to compute fuel burnoff. (PPH = pounds per hour.)

4,500 PPH - normal flight at altitude

5,000 PPH - low level

6,000 PPH - first hour of flight (climbout)

5.4.22. Reference 24. Total of references 21 and 23 or 22 and 23.

5.4.23. Reference 25. Enter the landing CG in percent of MAC.

5.4.24. Remarks Block. A/R.

5.4.25. Load adjuster number block. Leave blank.

[illegible]

TABLE 5.1
LIMITING WING FUEL TABLE

1. This table may be used to determine the maximum limiting wing fuel ACL for a given fuel load when in primary or secondary fuel management. Table weights are expressed in thousands. For fuel weights between table weights, go to nearest fuel weight to determine base weight. When using this chart, round off takeoff and landing fuel to the lowest thousand pounds, subtract the remaining fuel from the charted base weight to arrive at the corrected base weight. The following example is provided:

Takeoff fuel is 25,800 pounds, round off fuel to 25,000, at 25,000 pounds of fuel chart base weight is 130,000 subtract remaining fuel, 800 lbs, corrected base fuel weight is 129,200 lbs.

Use this procedure for both takeoff and landing fuel. Enter the most restrictive weight in the fuel block in the limitations column.

NOTE: This chart may be used under normal operations. If for any reason the aircraft is restricted, then the appropriate charts in T.O. 1C-130X-1, section V, must be used to determine ACL.

NOTE: The following fuel loading will satisfy the minimum requirements for primary fuel management. Outboard main tanks, 7,500 pounds each. Inboard main tanks 6,900 pounds each. Any additional fuel required will be put in the auxiliary and pylon tanks. Outboard main tanks must contain 500 to 1,000 pounds more fuel per tank than inboard main tanks.

2. Both takeoff and landing conditions must be calculated. The most restrictive will be used on the Form F.

C-130E/H WING LIMITING FUEL (PRIMARY FUEL)

| TOTAL FUEL | BASE WEIGHT | TOTAL FUEL | BASE WEIGHT | TOTAL FUEL | BASE WEIGHT |
|---------------|----------------|---------------|----------------|---------------|----------------|
| 8 | 125 | 26 | 129 | 44 | 111 |
| 9 | 125.5 | 27 | 128 | 45 | 110 |
| 10 | 126 | 28 | 127 | 46 | 109 |
| 11 | 126.5 | 29 | 126 | 47 | 108 |
| 12 | 127 | 30 | 125 | 48 | 107 |
| 13 | 127.5 | 31 | 124 | 49 | 106 |
| 14 | 128 | 32 | 123 | 50 | 105 |
| 15 | 128 | 33 | 122 | 51 | 104 |
| 16 | 128.5 | 34 | 121 | 52 | 103 |
| 17 | 129 | 35 | 120 | 53 | 102 |
| 18 | 129 | 36 | 119 | 54 | 101 |
| 19 | 129.5 | 37 | 118 | 55 | 100 |
| 20 | 130 | 38 | 117 | 56 | 99 |
| 21 | 130 | 39 | 116 | 57 | 98 |
| 22 | 130 | 40 | 115 | 58 | 97 |
| 23 | 130 | 41 | 114 | 59 | 96 |
| 24 | 130 | 42 | 113 | 60 | 95 |
| 25 | 130 | 43 | 112 | | |

INSTRUCTIONS FOR PRIMARY

1. Determine total takeoff and landing fuel (excluding fuselage fuel.)
2. Find base weight in table.
3. Enter base weight on DD Form 365-4 limitations column under fuel.
4. Subtract operating weight to find ACL.

C-130E/H WING LIMITING FUEL (SECONDARY FUEL)

| MAIN TANK FUEL (OB + IB) | BASE WEIGHT | MAIN TANK FUEL (OB + IB) | BASE WEIGHT |
|-----------------------------|----------------|-----------------------------|----------------|
| 8 | 133 | 21 | 151 |
| 9 | 134.5 | 22 | 152 |
| 10 | 136 | 23 | 153 |
| 11 | 137.5 | 24 | 154 |
| 12 | 139 | 25 | 155 |
| 13 | 140.5 | 26 | 155 |
| 14 | 142 | 27 | 155 |
| 15 | 143 | 28 | 155 |
| 16 | 144.5 | 29 | 155 |
| 17 | 146 | 30 | 155 |
| 18 | 147.5 | 31 | 155 |
| 19 | 149 | 32 | 155 |
| 20 | 150 | 33 | 155 |

INSTRUCTIONS FOR SECONDARY

1. Determine main tank (OB + IB) fuel for takeoff and landing.
2. Find base weight.
3. Subtract total fuel (excluding fuselage fuel) from base weight to find adjusted base weight.
4. Enter adjusted base weight on DD Form 365-4 limitations column under fuel.
5. Subtract operating weight to determine ACL.

TABLE 5.2
PARATROOPER LOADING TABLES

TAP-1 CONFIGURATION

| COMP | ARM | TRPS | 220 LBS | MOM | 300 LBS | MOM | 350 LBS | MOM |
|---------------|-----|------|------------|------|------------|------|------------|-------|
| C | 263 | 4 | 880 | 231 | 1200 | 316 | 1400 | 368 |
| D | 309 | 9 | 1980 | 612 | 2700 | 834 | 3150 | 973 |
| E | 369 | 11 | 2420 | 893 | 3300 | 1218 | 3850 | 1421 |
| F | 429 | 9 | 1980 | 849 | 2700 | 1158 | 3150 | 1351 |
| G | 487 | 9 | 1980 | 964 | 2700 | 1315 | 3150 | 1534 |
| H | 557 | 6 | 1320 | 735 | 1800 | 1003 | 2100 | 1170 |
| I | 612 | 2 | 440 | 269 | 600 | 367 | 700 | 428 |
| J | 655 | 10 | 2200 | 1441 | 3000 | 1965 | 3500 | 2293 |
| K | 710 | 4 | 880 | 625 | 1200 | 852 | 1400 | 994 |
| TOTALS | | 64 | 14080 | 6619 | 19200 | 9028 | 22400 | 10532 |

NOTES:

1. Load C/B for a full load is FS 470.
2. Two loadmasters (1-C, 1-K compartments) not included in this table.
3. Two safeties in "G" compartment (single seats).
4. Seat belts on 24-inch configuration.

TAP-2 CONFIGURATION

| COMP | ARM | TRPS | 220 LBS | MOM | 300 LBS | MOM | 350 LBS | MOM |
|--------|-----|------|------------|------|------------|------|------------|------|
| C | 263 | 4 | 880 | 231 | 1200 | 316 | 1400 | 368 |
| D | 309 | 12 | 2640 | 816 | 3600 | 1112 | 4200 | 1298 |
| E | 369 | 10 | 2200 | 812 | 3000 | 1107 | 3500 | 1292 |
| F | 429 | 6 | 1320 | 566 | 1800 | 772 | 2100 | 901 |
| G | 487 | 5 | 1100 | 536 | 1500 | 731 | 1750 | 852 |
| H | 557 | 8 | 1760 | 980 | 2400 | 1337 | 2800 | 1560 |
| I | 612 | 2 | 440 | 269 | 600 | 367 | 700 | 428 |
| J | 655 | 6 | 1320 | 865 | 1800 | 1179 | 2100 | 1376 |
| K | 710 | 1 | 220 | 156 | 300 | 213 | 350 | 249 |
| TOTALS | | 54 | 11880 | 5231 | 16200 | 7134 | 18900 | 8324 |

NOTES:

1. Load C/B for a full load is FS 440.
2. Two loadmasters (1-C, 1-K compartments) not included in this table.
3. Seat belts on 24-inch configuration.

TAP-3 CONFIGURATION

| COMP | ARM | TRPS | 220 LBS | MOM | 300 LBS | MOM | 350 LBS | MOM |
|--------|-----|------|------------|------|------------|------|------------|------|
| C | 263 | 2 | 440 | 116 | 600 | 158 | 700 | 184 |
| D | 309 | 6 | 1320 | 408 | 1800 | 556 | 2100 | 649 |
| E | 369 | 6 | 1320 | 487 | 1800 | 664 | 2100 | 775 |
| F | 429 | 6 | 1320 | 566 | 1800 | 772 | 2100 | 901 |
| G | 487 | 5 | 1100 | 536 | 1500 | 731 | 1750 | 852 |
| H | 557 | 8 | 1760 | 980 | 2400 | 1337 | 2800 | 1560 |
| I | 612 | 2 | 440 | 269 | 600 | 367 | 700 | 428 |
| J | 655 | 6 | 1320 | 865 | 1800 | 1179 | 2100 | 1376 |
| K | 710 | 1 | 220 | 156 | 300 | 213 | 350 | 249 |
| TOTALS | | 42 | 9240 | 4383 | 12600 | 5977 | 14700 | 6974 |

NOTES:

1. Load C/B for a full load is FS 474.
2. Two loadmasters (1-C, 1-K compartments) not included in this table.
3. Seat belts on 20-inch configuration.

TABLE 5.3
PASSENGER LOADING CHARTS

P-1 CONFIGURATION

| 20-INCH CONFIGURATION | | | | | | | | |
|-----------------------|-----|-----|-------|------|-------|------|-------|-------|
| TROOPS | | | 175 | | 210 | | 250 | |
| COMP | ARM | PAX | LBS | MOM | LBS | MOM | LBS | MOM |
| C | 263 | 5 | 875 | 230 | 1050 | 276 | 1250 | 329 |
| D | 309 | 12 | 2100 | 649 | 2520 | 779 | 3000 | 927 |
| E | 369 | 12 | 2100 | 775 | 2520 | 930 | 3000 | 1107 |
| F | 429 | 12 | 2100 | 901 | 2520 | 1081 | 3000 | 1287 |
| G | 487 | 11 | 1925 | 937 | 2310 | 1125 | 2750 | 1339 |
| H | 557 | 16 | 2800 | 1560 | 3360 | 1872 | 4000 | 2228 |
| I | 612 | 8 | 1400 | 857 | 1680 | 1028 | 2000 | 1224 |
| J | 655 | 8 | 1400 | 917 | 1680 | 1100 | 2000 | 1310 |
| K | 710 | 8 | 1400 | 994 | 1680 | 1193 | 2000 | 1420 |
| TOTALS | | 92 | 16100 | 7820 | 19320 | 9384 | 23000 | 11171 |

NOTES:

1. Load C/B for a full load is FS 486.
2. Two loadmasters (1-C and 1-K compartments) not included in this table.
3. Seat belts on 20-inch configuration.

P-1 CONFIGURATION (CONT)

| 1. Configuration (C-1) | | | | | | | | |
|--|-----|-----|-------|-------|-------|-------|-------|-------|
| TROOPS | | | 300 | | 350 | | 400 | |
| COMP | ARM | PAX | LBS | MOM | LBS | MOM | LBS | MOM |
| C | 263 | 5 | 1500 | 395 | 1750 | 460 | 2000 | 526 |
| D | 309 | 12 | 3600 | 1112 | 4200 | 1298 | 4800 | 1483 |
| E | 369 | 12 | 3600 | 1328 | 4200 | 1550 | 4800 | 1771 |
| F | 429 | 12 | 3600 | 1544 | 4200 | 1802 | 4800 | 2059 |
| G | 487 | 11 | 3300 | 1607 | 3850 | 1875 | 4400 | 2143 |
| H | 557 | 16 | 4800 | 2674 | 5600 | 3119 | 6400 | 3565 |
| I | 612 | 8 | 2400 | 1469 | 2800 | 1714 | 3200 | 1958 |
| J | 655 | 8 | 2400 | 1572 | 2800 | 1834 | 3200 | 2096 |
| K | 710 | 8 | 2400 | 1704 | 2800 | 1988 | 3200 | 2272 |
| TOTALS | | 92 | 27600 | 13405 | 32200 | 15640 | 36800 | 17873 |
| NOTES: | | | | | | | | |
| 1. Load C/B for a full load is FS 486. | | | | | | | | |
| 2. Two loadmasters (1-C and 1-K) compartments not included in this table. | | | | | | | | |
| 3. Seat belts on 20-inch configuration. | | | | | | | | |

CP-2 CONFIGURATION

| | NO | 175 | | 210 | | 250 | | 300 | | 350 | | 400 | |
|--------|-----|------|-----|------|-----|------|------|------|------|------|------|------|------|
| ARM | PAX | LBS | MOM | LBS | MOM | LBS | MOM | LBS | MOM | LBS | MOM | LBS | MOM |
| <hr/> | | | | | | | | | | | | | |
| C263 | 4 | 700 | 184 | 840 | 221 | 1000 | 263 | 1200 | 316 | 1400 | 368 | 1600 | 421 |
| D309 | 11 | 1925 | 595 | 2310 | 714 | 2750 | 850 | 3300 | 1020 | 3850 | 1190 | 4400 | 1360 |
| <hr/> | | | | | | | | | | | | | |
| TOTALS | 15 | 2625 | 779 | 3150 | 935 | 3750 | 1113 | 4500 | 1336 | 5250 | 1558 | 6000 | 1781 |

NOTES:

1. Pax load C/B for full load is FS 297.
2. One loadmaster in "C" compartment not included in this table.
3. Seat belts on 20-inch configuration.

CP-3 CONFIGURATION

| | NO | 175 | | 210 | | 250 | | 300 | | 400 | |
|--------|-----|------|------|------|------|------|------|------|------|-------|------|
| ARM | PAX | LBS | MOM | LBS | MOM | LBS | MOM | LBS | MOM | LBS | MOM |
| <hr/> | | | | | | | | | | | |
| C 263 | 4 | 700 | 184 | 840 | 221 | 1000 | 263 | 1200 | 316 | 1600 | 421 |
| D 309 | 12 | 2100 | 649 | 2520 | 779 | 3000 | 927 | 3600 | 1112 | 4800 | 1483 |
| E 369 | 12 | 2100 | 775 | 2520 | 930 | 3000 | 1107 | 3600 | 1328 | 4800 | 1771 |
| F 400 | 3 | 525 | 210 | 630 | 252 | 750 | 300 | 900 | 360 | 1200 | 480 |
| <hr/> | | | | | | | | | | | |
| TOTALS | 31 | 5425 | 1818 | 6510 | 2182 | 7750 | 2597 | 9300 | 3116 | 12400 | 4155 |

NOTES:

1. Pax load C/B for full load is FS 335.
2. One loadmaster in "C" compartment not included in this table.
3. Seat belts on 20-inch configuration.

CP-4 CONFIGURATION

| | NO | 175 | | 210 | | 250 | | 300 | | 400 | |
|--------|-----|------|------|-------|------|-------|------|-------|------|-------|------|
| ARM | PAX | LBS | MOM | LBS | MOM | LBS | MOM | LBS | MOM | LBS | MOM |
| <hr/> | | | | | | | | | | | |
| C 263 | 4 | 700 | 184 | 840 | 221 | 1000 | 263 | 1200 | 316 | 1600 | 421 |
| D 309 | 12 | 2100 | 649 | 2520 | 779 | 3000 | 927 | 3600 | 1112 | 4800 | 1483 |
| E 369 | 12 | 2100 | 775 | 2520 | 930 | 3000 | 1107 | 3600 | 1328 | 4800 | 1771 |
| F 429 | 12 | 2100 | 901 | 2520 | 1081 | 3000 | 1287 | 3600 | 1544 | 4800 | 2059 |
| G 487 | 8 | 1400 | 682 | 1680 | 818 | 2000 | 974 | 2400 | 1169 | 3200 | 1558 |
| <hr/> | | | | | | | | | | | |
| TOTALS | 48 | 8400 | 3191 | 10080 | 3829 | 12000 | 4558 | 14400 | 5469 | 19200 | 7292 |

NOTES:

1. Pax load C/B for full load is FS 380.
2. Two loadmasters (1 in C and 1 in G compartments) not included in this table.
3. Seat belts on 20-inch configuration

CP-5 CONFIGURATION

| | NO | 175 | | 210 | | 250 | | 300 | | 400 | |
|--|-----|-------|------|-------|------|-------|------|-------|------|-------|-------|
| ARM | PAX | LBS | MOM | LBS | MOM | LBS | MOM | LBS | MOM | LBS | MOM |
| C 263 | 4 | 700 | 184 | 840 | 221 | 1000 | 263 | 1200 | 316 | 1600 | 421 |
| D 309 | 12 | 2100 | 649 | 2520 | 779 | 3000 | 927 | 3600 | 1112 | 4800 | 1483 |
| E 369 | 12 | 2100 | 775 | 2520 | 930 | 3000 | 1107 | 3600 | 1328 | 4800 | 1771 |
| F 429 | 12 | 2100 | 901 | 2520 | 1081 | 3000 | 1287 | 3600 | 1544 | 4800 | 2059 |
| G 487 | 11 | 1925 | 937 | 2310 | 1125 | 2750 | 1339 | 3300 | 1607 | 4400 | 2143 |
| H 557 | 14 | 2450 | 1365 | 2940 | 1638 | 3500 | 1950 | 4200 | 2339 | 5600 | 3119 |
| I 612 | 1 | 175 | 107 | 210 | 129 | 250 | 153 | 300 | 184 | 400 | 245 |
| <hr/> | | | | | | | | | | | |
| TOTALS | 66 | 11550 | 4918 | 13860 | 5903 | 16500 | 7026 | 19800 | 8430 | 26400 | 11241 |
| NOTES: | | | | | | | | | | | |
| 1. Pax load C/B for full load is FS 426. | | | | | | | | | | | |
| 2. Two loadmasters (1-C and 1-I) not included in this table. | | | | | | | | | | | |
| 3. Seat belts on 20-inch configuration. | | | | | | | | | | | |

Chapter 6

Not Used

Chapter 7**COMMAND SPECIFIC GUIDANCE****HC-130**

7.1. General. This chapter contains MAJCOM policies and guidance not found in chapters 1-6 of this publication. MAJCOMs may publish policy guidelines that supplement the guidance found in the preceding chapters or add additional chapters starting with Chapter 7, paragraph 7.1. The title of each paragraph will indicate the MAJCOM concerned.

Chapter 7**HC-130****Supersedes ARSR 57-3 1 July 1991**

7.1 Scope: This chapter contains policies and guidance specific to the HC-130 not found in chapters 1-6. Units performing service on the HC-130 (maintenance, life support, etc.) are responsible for configuring the aircraft in accordance with (IAW) this chapter and as outlined in mission directives. It applies to all units charged with configuring and operating HC-130 aircraft.

7.2 Supplements. Subordinate unit supplements to this regulation that change the basic policies, procedures, or formats prescribed herein are prohibited. Quantity and/or location columns in Figures 7.1 and 7.2 may be supplemented IAW local directives provided units adhere to all notes.

7.3. References.

AFI 11-206
ACCI 11-301
T.O. 00-20-5
T.O. 1C-130A-131
T.O. 1C-130(H)H-1
T.O. 1C-130(H)H-2-2
T.O. 1C-130 (H)H-5
T.O. 1C-130(H)N-1
T.O. 1 1A10-24-7
T.O. 1 1A10-25-7
T.O. 1.1A10-26-7

T.O. 14S-1-102

7.4. Configure all aircraft with the equipment listed in Figure 7.1. Include this equipment in the aircraft basic weight. Items listed in Figure 7.2. are added, as necessary, to attain a specific configuration and/or comply with mission directives.

Figure 7.1. HC-130 STANDARD EQUIPMENT

| Item | Equipment | Quantity | Location |
|------|--|-------------|---|
| 1. | Air Deflectors, Ramp (set) | 1 | IAW T.O. 1C-130(H)H-1(Note 2) |
| 2. | Aldis Lamp w/Lenses | 2 | Sta 670 L&R |
| 3. | Anchor Cable Center Supports | 2 | IAW T.O. 1C-130(H)H-1/1C-130A-9 |
| 4. | Anchor Cables | 2 | IAW T.O. 1C-130(H)H-1/1C-130A-9 |
| 5. | Aramid Gloves (pair) | 2 | 1 - over G-file, 1 - stowage box, Sta 743 R |
| 6. | Armor, Aircraft (set) | As Required | IAW T.O. 1C-130A-131 |
| 7. | Axes, Hand Emergency | 2 | IAW T.O. 1C-130(H)H-1 |
| 8. | Beverage Containers (2 gal) | 2 | Galley (Note 3) |
| 9. | Broom | 1 | Aft side of rescue bin secured by 2 rubber clamps |
| 10. | Chains, Tiedown (10,000 lb.) | 20 | 5 in left chain box, 15 in right chain box (Notes 4 & 5); left chain box (note 12) |
| 11. | Chocks | 4 | Secured as loose equipment |
| 12. | Cords, Interphone (15 ft) | As Required | 1 cord at each interphone panel |
| 13. | Cords, Scanner | 2 | 75 ft at interphone panel Sta 245, 50 ft in canvas bag under toilet, footrest Sta 745 |
| 14. | Covers, Protective | | May be stored as loose equip |
| 15. | GTC & ATM | 1 ea. | Stored as loose equipment |
| 16. | Intake/pitot | 4/2 | Stored as loose equipment |
| 17. | Tailpipe | 4 | Stored as loose equipment |
| 18. | Curtains, Antiglare | 3 | IAW T.O. 1C-130(H)H-1 |
| 19. | Curtains, Night Vision Goggle | 2 | Rescue bin |
| 20. | Crew Rest Facilities (bunks w/mattresses) | 3 | IAW T.O. 1C-130(H)H-1 |
| 21. | Devices, Tiedown (10,000 lb.) | 20 | 15 stowage rack Sta 245, 5 on rack Sta 800 left side (Note 4) |
| 22. | *Emergency Escape Breathing Devices (EEBD's) | 4 | Sta 245/Rescue bin (Note 6) |
| 23. | Emergency Escape Hatch Locking Pins | 8 | Rescue bin |
| 24. | First Aid Kits | 10 | 2 - B comp, 4 - E comp left side, 2 Fwd each troop door |
| 25. | Fuel Tank Drain Tube | 1 | Overhead aft cargo door |
| 26. | Fuselage Fuel Tanks | As Required | IAW T.O. 1C-130(H)H-1 (Note 7) |
| 27. | Ground Wires | 2 | 1 - Below G-file, 1 - stowage box Sta 743 right side |
| 28. | Gun Box (weapon stowage) | 1 | Top of rescue bin |
| 29. | Headsets, w/Microphones | 2 | Aft side Sta 245/hi-value bin |
| 30. | Hot Cups | 2 | Galley (Note 11) |
| 31. | Hydraulic Fluid (quarts) | 21 | Stowage box Sta 810 left side |
| 32. | Jacking Pads (sets) | 1 | Right side Sta 245 |
| 33. | Jump Platforms | 2 | Left & right IAW T.O. 1C-130(H)H-1, safetied IAW 1C-130A-9 |
| 34. | Knives, V-blade | 2 | Sta 680 R, 660 L |

| Item | Equipment | Quantity | Location |
|------|---|---------------|--|
| 35. | Ladder, Maintenance | 1 | Secured as required |
| 36. | Latrine Curtains | 2/1 (Note 12) | Stowed overhead near latrine |
| 37. | *Life Rafts (20 person) | 2 | Left & right inboard centerwing compartment |
| 38. | Lights, Emergency Exit | 8/7 (Note 12) | IAW T.O. 1C-130(H)H-1 |
| 39. | Litters | 2 | On litter stanchion E & F comp, behind side facing seats |
| 40. | Microphones, Hand | 3 | 1 each at pilot & copilot stations, 1 forward of left troop door |
| 41. | Nav Publications | As Required | As Required, below work table or in rescue bin |
| 42. | Nose Gear Pin | 1 | (In flight) Aft of pilot seat |
| 43. | Oxygen Bottles, Portable | 10 | IAW T.O. 1C-130(H)H-1 w/Carrying Strap/Harness |
| 44. | Oxygen Hose Extensions (6 foot length minimum) | 5 | At oxygen regulators: 2 - Sta 660 R lower, 1 - Sta 680 L, 2 - Sta 740 L & R |
| 45. | *Passenger Oxygen Kits (POKs) | 3 | On flight deck (Note 6) |
| 46. | Personnel Restraint System | | IAW T.O. 1C-130(H)H-1 |
| 47. | Publications, Technical | As Required | G-file |
| 48. | *Quick Don (oxygen mask) w/Goggles (Scott 358 series) | 5/10(note 12) | P, CP, NAV, FE, & CSO positions; L&R Scanner, 3 Cargo Comp (note 12) |
| 49. | Refrigerator, Electric | 1 | Under plotter's table (As Required) |
| 50. | *Restraint Harness (PCU-17P) | 1 | Flight deck Sta 245 |
| 51. | *Restraint Harness, PCU-17/P Modified | 6 | Storage bags Station 627 L & R |
| 52. | Retrieval Bar, Paratroop | 1 | HC-130N only, Sta 620 L/R |
| 53. | Ropes, Escape | 3 | IAW T.O. 1C-130(H)H-1 |
| 54. | Seat, Assistant Navigator | 1 | Below plotter's table, Sta 245 (Note 11) |
| 55. | Seat Belts (set) | As Required | 1 - each seat & bunk |
| 56. | Seats, Sidewall | As Required | IAW floor plan configuration (Note 7) |
| 57. | Secure Speech Crypto | 1 | IAW T.O. 1C-130(H)H-1 |
| 58. | Sextant | 1 | Forward bulkhead Sta 236 |
| 59. | *Smoke Masks w/Microphone | 5 (note 11) | With Portable Oxygen Bottles |
| 60. | Static Line Retriever Winch | 1 | Aft side Sta 245, left side |
| 61. | Steps, Catwalk (set) | 1 | IAW T.O. 1C-130(H)H-1 (Note 9) |
| 62. | Straps, Tiedown (5,000 lb.) | 30 | Lower container in cargo door; 18 in left tiedown strap container F.S. 780, 12 in left side wall rack F.S. 400 (Note 12) |
| 63. | Trash Container | 1 | Aft of or under plotter's table or below aft end of forward crew bunk |
| 64. | Water Jugs | As Required | IAW T.O. 1C-130(H)H-1(Note 10) |

NOTES:

1. Asterisked (*) items indicate configuration IAW ACCI 11-301. Store life support items separately from grease, oil, hydraulic fluid, etc.
2. Required for all aerial delivery conducted from the cargo ramp.
3. Water required for all flights.
4. There will be at least 14 tiedown chains and 6 tiedown devices on board for emergency landing gear tiedown. N/A for (H)N aircraft if both landing gear tiedown fixtures, part #3402900-1, are on board.
5. String or wire will be connected diagonally across the top of each chain box (below lid). Hang tiedown chain hooks from the string/wire to allow chains to be inventoried without removing them from the boxes.
6. POKs and EEBDs (for flight deck use) are interchangeable.
7. One, two, or no fuselage tanks may be installed based on mission requirements or alert commitments. Mode VIII alert configuration will normally require two fuselage tanks.
8. Do not use single sidewall seats unless connected to a 2-man sidewall seat.
9. The catwalk is required when tanks are installed or when it is needed to ensure access to equipment stored in the personnel equipment bins. Steps are required for all flights when two fuselage tanks are installed.
10. Change water every 30 days and recorded on AFTO Form 781K.
11. N/A for HC-130(H)N aircraft.
12. For HC-130(H)N aircraft.

Figure 7.2. HC-130 MISSION EQUIPMENT

| Item | Equipment | Quantity | Location |
|------|---|-------------|---|
| 1. | Binoculars (pair) | 2 | Hi-value bin |
| 2. | Blankets & Pillows w/Cases | 6&3 | On crew bunks |
| 3. | Bubble, Plastic, Combat | 1 | Center overhead escape hatch or stowed as loose equipment |
| 4. | *Cot, Infant, LPU-6/P (child under 18 mo. old) | 2 | Upper aft personnel equipment bin |
| 5. | *Coveralls, CWU-Series (Antiexposure suit) | 10 | Personnel equipment bins |
| 6. | Datum Marker Buoys | 2 | Rescue bin |
| 7. | Ear Plugs (foam type) | 30 Minimum | Galley or below hi-value bin |
| 8. | Emergency Water w/Cargo | 1 | Rescue bin Bag (case) |
| 9. | Flares, Parachute, LUU-4/B | 12 | Sidewalls Sta 940 L & R (Note 5) |
| 10. | *Life Preservers, A/C (Adult/Child, airline type) | 4 Note 3 | Personnel equip bin and/or behind individual seats (Note 3) |
| 11. | *Life Preservers, LPU-2/P or LPU-10/P (crew) | 10 | Personnel equipment bin /behind individual seats |
| 12. | Life Preserver, MB-1 Casualty | 2 | Personnel equip bin and/or behind individual seats/litters |
| 13. | Life Preservers, MD-1 (child over 18 mo. old) | 4 | Personnel equip bin and/or behind individual seats (Note 3) |
| 14. | Lifting Bar, ODS | 1 | Aft cargo door bin, left side |
| 15. | Litter Straps (patient securing) | 6 | Hi-value bin/as required |
| 16. | Loadmaster Drop Kit | 1 | Hi-value bin (See Attach 7) |
| 17. | Lug All Winch | 1/2 | (As Req.) Hi-value bin/Sta 643 L & R |
| 18. | MA-1/2 Kit Rack | 1 | Aft Ramp F.S. 840 |
| 19. | Message Container | 1 | Rescue bin |
| 20. | Message Streamers | 3 | Rescue bin |
| 21. | Mission Kit | 1 | Rescue bin |
| 22. | Parachutes, Cargo, G-8 | 5 | Rescue bin |
| 23. | Parachutes, Cargo, G-13/G-14/T-10C | 2 | Rescue bin |
| 24. | *Parachutes, BA-22, Personnel (Back | Note 7 | LM personnel equipment bins |

| Item | Equipment | Quantity | Location |
|------|---|-------------|---|
| | Style) | | Plus 10% |
| 25. | *Parachutes, CA-12, Personnel (Chest Style) | Note 7 | Personnel equipment bins Plus 10% |
| 26. | Passenger Baggage Cover/Net | 1 | Aft cargo door bin |
| 27. | Passenger Oxygen Kits (POKs) | As Required | Rescue bin/as required |
| 28. | Radios, Emergency (in vests | 2 | 1 - Over G file, 1- in LM personnel equipment |
| 29. | Ramps, Aux Truck Loading | 2 | Aft of right troop door |
| 30. | Ramps, Aux Ground Loading | 2 | Cargo ramp/as required |
| 31. | RAMZ | 1/3 | 1 - On rollers, M compartment, 3 - On rollers, K, L, & M comp |
| 32. | Rations (MRE/LRPS, case) | 1 | Rescue bin |
| 33. | Roller Conveyors (8 or 10 ft) | 2 | Cargo floor, compartments J & K, buttlines 20 L&R |
| 34. | Roller Conveyors (10 ft) | 2 | Cargo ramp, buttlines 20 L & R |
| 35. | Rope, Buoyant (210 ft) | 1 | Rescue bin |
| 36. | Sea Dye, AN-M59 | 10 | Aft cargo door bin (Note 5) |
| 37. | Sea Marker Lights | 9 | Rescue bin |
| 38. | *Sea Rescue Kits, MA-1/2 | 3 | Rescue bin (Note 4) |
| 39. | Seats, Airline Type | As Required | IAW configuration requirements |
| 40. | Seats, Centerline, w/stanchions | As Required | IAW configuration requirements |
| 41. | Smokes, MK 6 Mod 3 | 5 | Aft cargo door bin (Note 5) |
| 42. | Smokes, MK 25 Mod 3 | 16 | Aft cargo door bin (Note 5) |
| 43. | Spacers (MK 6) | 5 | Aft cargo door bin, left side |
| 44. | *Survival Kit, A-16, Global | As Required | Secured as loose equipment |
| 45. | *Survival Kits, ML-4/MD-1, Individual | 10 | IAW configuration requirements |
| 46. | Survival Vests | As Required | Personnel equipment bins |
| 47. | Tool Box, Maintenance | 1 | Aft of left .scanner's seat |
| 48. | Tool Kit, Flt Engineer's | 1 | Hi-value bin (Note 6) |
| 49. | Water Jug, 5 gal (Igloo) | 1 | Forward crew bunk step/as req. |

NOTES:

1. Asterisked (*) items indicate configuration IAW ACCI 11-301. Store life support items separately from grease, oil, hydraulic fluid, etc.
2. The aircraft will not fly over water unless an approved flotation device is aboard the aircraft for each person and the device is within reach of each seated occupant. For airdrop of personnel over water, the unit/service being airdropped will furnish the required number of LPUs.
3. MD-1 and A/C life preservers are interchangeable, however both may not be aboard the same aircraft (mixed) at the same time.
4. Equipment not listed in Figure 7.2, but required by an individual unit, will normally be stowed in the rescue bin or the individual personnel equipment bins. One complete MA-1/2 kit (bundles 1-5, five bundles only) will be stowed in the aft area of the rescue bin, third section from the bottom. Each unit will publish a chart depicting the location of equipment in the rescue bin and display it on the front of the high value bin door.
5. Record operational mission pyrotechnics and sea dye (items 9, 37, 42, and 43 on AFTO Form 781E, Accessory Replacement Document, T.O. 00-20-5). Keep the AFTO Form 781E in the supplemental weight and balance handbook. Units will ensure proper documentation of pyro and timely dissemination of information on suspended lot numbers. Operational mission pyro will not be used for training. Pyrotechnic bin doors and sidewall racks will be closed and secured with safety wire or plastic quick-ties.
6. Flight engineers will provide and maintain tool kit and its contents.
7. Total number of parachutes required are 10 each in any combination of chest and/or back styles.

7.5. Floor Plans/Configurations. This section contains basic HC-130 cargo compartment configurations in floor plan format. Since individual unit deviations (more or less equipment) may occur, units will publish a standard configuration chart depicting weight and moment totals for DD Form 365-4, references 5, 6, and 7. Maintain these charts in the supplemental weight and balance handbook on each aircraft.

7.6. General. Although deviations to the basic configurations are authorized to meet special requirements, the following factors should be considered:

7.6.1. The overall effect on the aircraft CG caused by the change in the configuration.

7.6.2. The normal spacing for paratroopers is 24 inches; however, spacing will be as mission dictates. Aircraft without accommodations for 24-inch spacing may be configured with 20-inch spacing.

7.6.3. There are provisions for up to 12 litters on the aircraft. Litter stanchions are located on the left side of E compartment (up to 4 litters) and on the left and right sidewalls aft of the wheel well (up to 4 litters per side). With fuselage tanks installed, only the top (single) litter positions are available on each side aft of the wheel well.

7.6.4. Overwater flights are limited to a maximum of 40 personnel on the aircraft unless additional wing life rafts are installed.

7.6.5. A safety aisle is required to allow access to the aft end of the aircraft and emergency exits.

7.6.6. When aft facing seats are installed to provide additional seating, ensure the seats are adequately secured.

7.6.7. Drawings are not to scale and may or may not accurately depict cargo floor space that is unused or available.

7.7. Legend of Configurations:

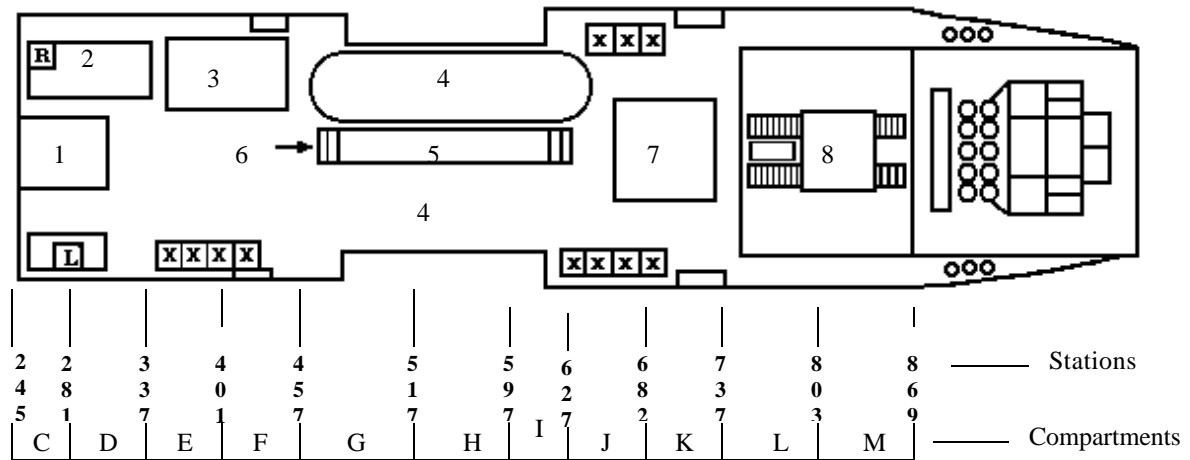
7.7.1. A1, Alert. This configuration allows for 17 total seats, 8 crew members including 1 LM and 2 PJs. Nine passenger sidewall seats are available.

7.7.2. A.2, Mode VIII. This configuration allows for 19 total seats, 17 crew members including 1 air boss, 2 LMs, and 9 PJs. Two additional seats are required to be available for scanners and/or maintenance crew chiefs. Note: Due to the excess weight in the aft end of the aircraft during this configuration, the plotter's table should be stowed and the refrigerator removed. This will allow for stowage of PJ gear close to Sta 245 for a better aircraft CG.

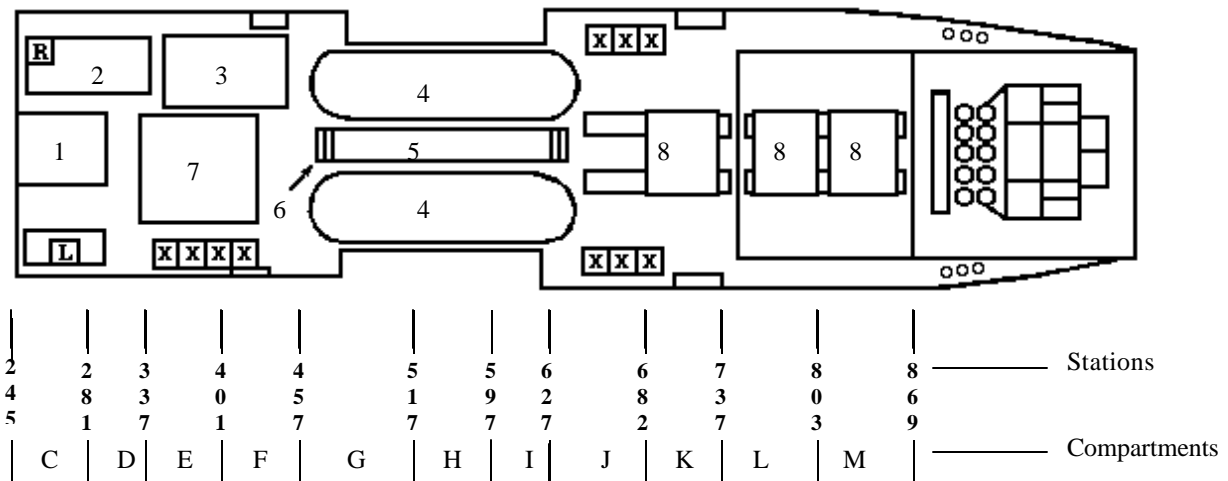
7.7.3. P.1, Passengers. This configuration allows for 25 total seats, 6 crew members and 19 passenger seats.

7.7.4. P.2, Maximum Passengers. This configuration allows for 33 total seats, 7 crew members and 26 passengers. **NOTE:** Though not normally used, centerline seats may be added to increase the number of available passenger seats.

HC-130 Configuration A-1 ALERT (TYPICAL)



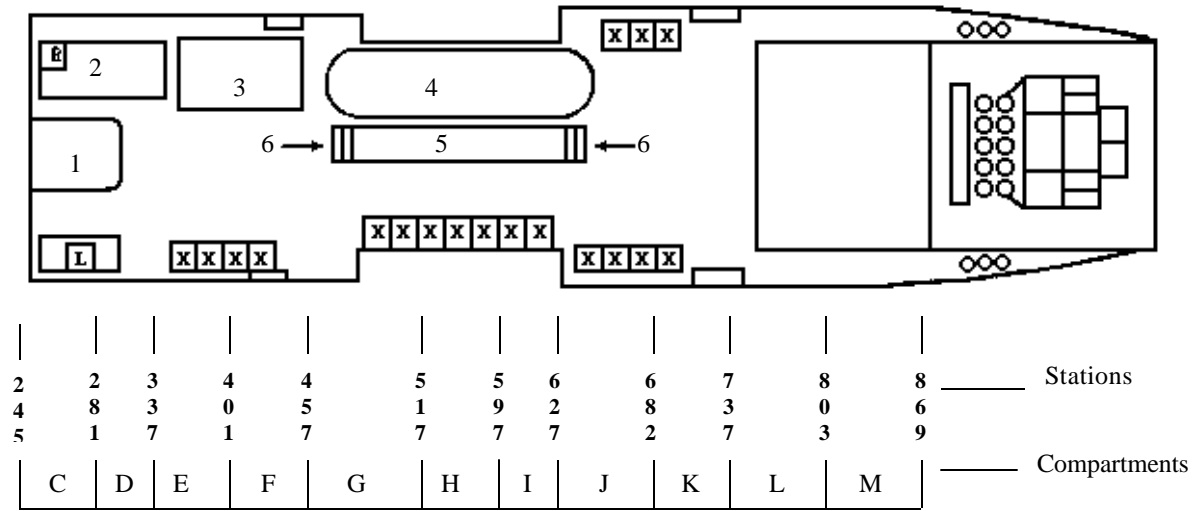
HC-130 Configuration A-2, MODE VIII ALERT (TYPICAL)



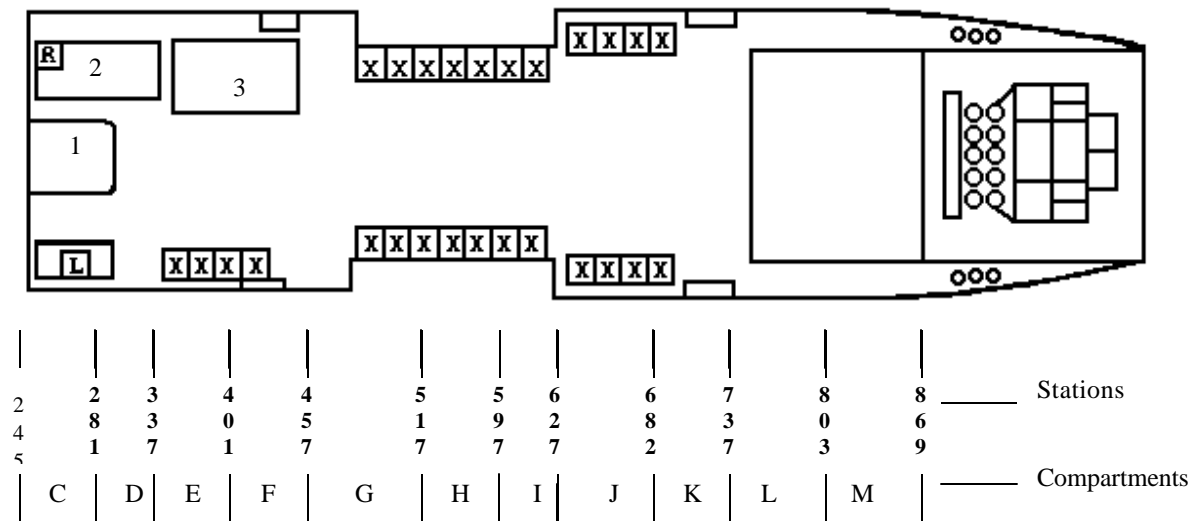
Key to Floor Plan Diagrams

| | | | |
|---|-----------------|----|----------------------|
| 1 | Plotter's Table | 8 | RAMZ (on rollers) |
| 2 | Crew Bunk | 9 | Fuel and PJ gear |
| 3 | Rescue Bin | 10 | Refrigerator |
| 4 | Fuselage Tank | 11 | Tool Box |
| 5 | Catwalk | A | Aft facing seat |
| 6 | Catwalk Steps | L | Left Scanner's seat |
| 7 | PJ gear | R | Right scanner's seat |
| | | X | Side facing seats |

HC-130 Configuration P-1, Passengers



HC-130 Configuration P-2, Maximum Passengers



7.8. V-BLADE KNIFE SHEATH

7.8.1. Install V-blade knife with sheath assembly on the aircraft and enter it as special equipment on the aircraft inventory, DD Form 2202. This knife is to be used for emergencies only.

7.8.2. Units will order sufficient V-blades and keys, crash rescue type, MA-I knives: part number 5367126 is listed in the 5110 stock catalog as 5110-524-6924 local purchase. Upon receipt, units will:

7.8.2.1. Disassemble and spray each part of the knife separately with clear, acrylic plastic or other suitable preservative to prevent rusting and corrosion. Do not use Peralkatone. Reassemble knife, omitting the delta-shaped blade key.

7.8.2.2. Locally manufacture sheath and plates per this attachment. Construct the entire sheath assembly with canvas and cover with Duracote.

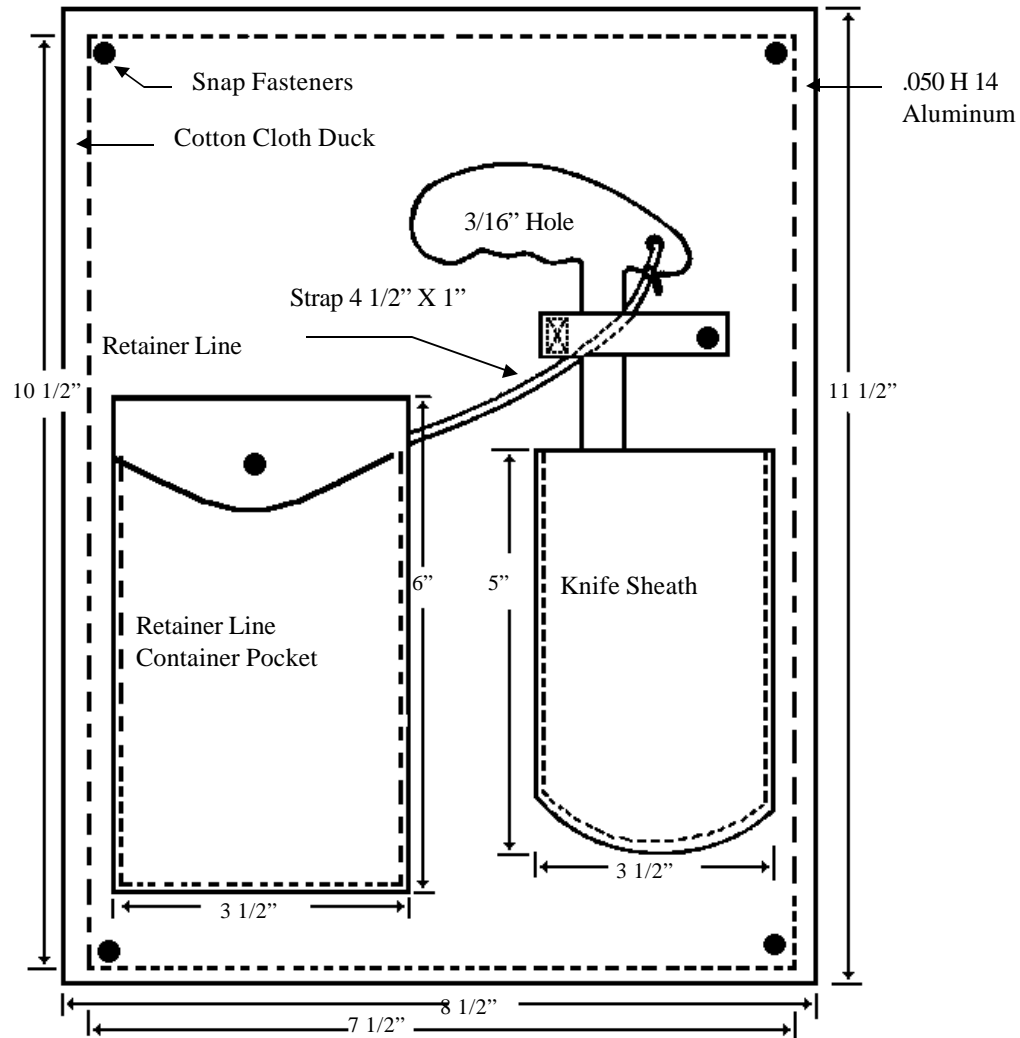
7.8.2.3. Drill a 3/16- hole in the center of the handle, directly above the center line of the shank.

7.8.2.4. Tie a 10 ft. length of Type III Nylon (550 cord) to the knife through the drilled-hole and secure the other end to the strap sewn into the stowage pocket of the sheath assembly. Fold the line. Do not coil it. Bind the line with a rubber band for neat stowage and to prevent tangling.

7.8.3. Care of the V-blade knife.

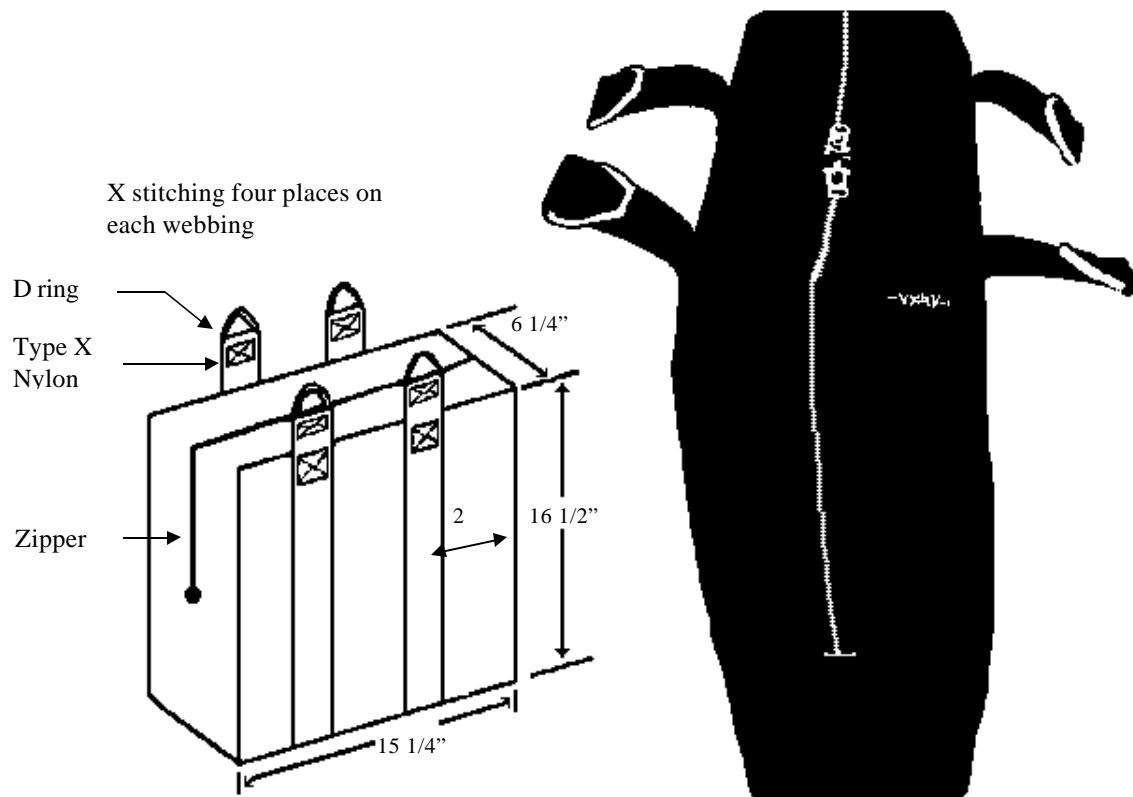
7.8.3.1. Inspect the knife for rust or corrosion during each preflight inspection. Remove rust and corrosion and spray all parts with plastic or other preservative as often as necessary.

7.8.3.2. After each use of the knife, remove the blade and sharpen, then recoat with preservative.

Figure 7.3 V-BLADE KNIFE AND SHEATH ASSEMBLY**7.9. EMERGENCY WATER/CARGO BAG**

Items needed to manufacture one emergency water/cargo bag:

1. Zipper, 23 inches long FSN 5325-162-7517 2 Each
2. D ring FSN 1670-491-1048LS 4 Each
3. Cotton cloth duck 7 1/2" x 8 1/2" FSN 8305-223-1285 1 yard
4. Webbing, textile, type X nylon FSN 8305-281-3013 2 Each
(58 inches long)
5. Board (1" x 6" x 15") Drill 1/4" hole through each end of the board and connect board to the bottom (inside) of the bag.
6. Padding material (Honeycomb/felt) (1" x 6" x 15")

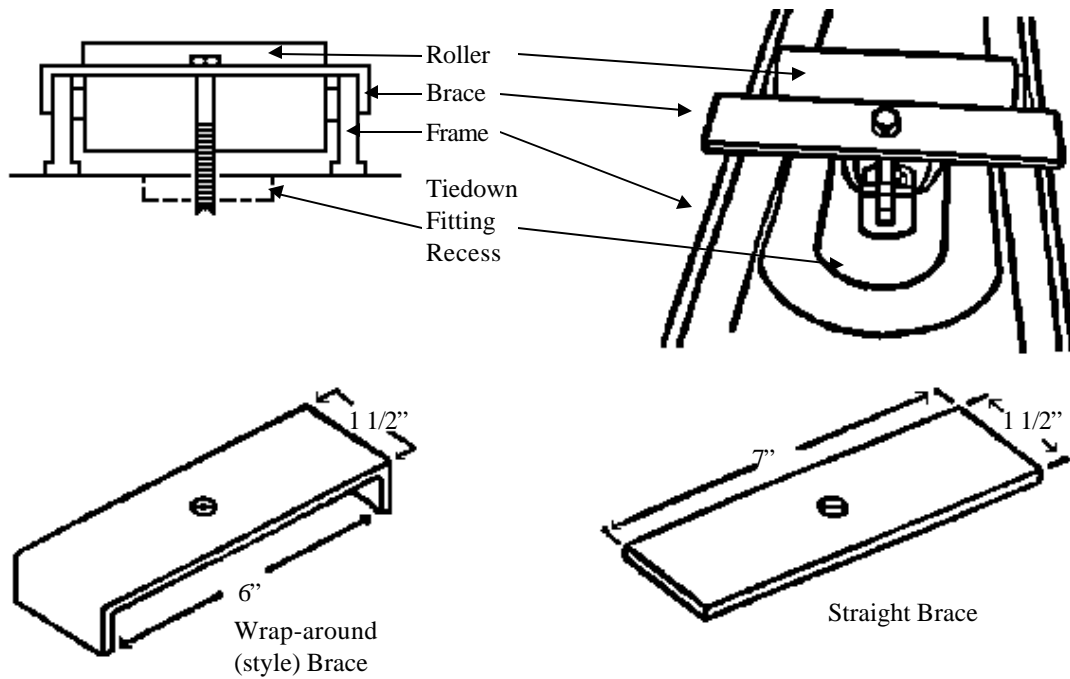
Figure 7.4 Emergency Water Bag Assembly**7.10. ROLLER CONVEYER INSTALLATION**

7.10.1. Install roller conveyors on the cargo ramp end, if three RAMZ are to be loaded, on the cargo floor. Two ten foot sections are installed on the cargo ramp and two eight foot sections are on the cargo floor in J and K compartments. Center rollers over tiedown rings at buttline 20 left and right. The rollers may be either A/A32H-4A (-4) or warehouse (skatewheel) type rollers.

7.10.1.1. A/A32H-4A Rollers. Due to past modification to the HC-130 cargo floor and ramp, the - 4 rollers will not attach to the floor as they were designed. Locally manufactured braces and bolts are needed to secure the roller conveyors. Place two braces laterally across the top edge of each roller conveyor frame, while the bolts are attached vertically through predrilled holes in the braces to tiedown ring bolt receptacles. (See diagrams, this attachment)

7.10.1.2. Skatewheel Rollers. On each roller conveyor, two keepers are installed diagonally between a skatewheel axle and a tiedown ring. One keeper must be angled forward while the other is angled aft. (See diagrams, this attachment)

7.10.2. Until the HC-130 floors are modified by TCTO IC-130(H)H-5-5 to accept rollers, the preferred method of attaching - 4 rollers is with braces and bolts or with keepers for the skatewheel type. If braces and bolts/keepers are unavailable, steel safety wire (0.032 or greater, not less than four turns) may be installed at three (minimum) points to secure each roller conveyor section. This is a less desirable method of attachment.

Figure 7.5 A/A32H-4 ROLLER CONVEYOR AND BRACES**Notes:**

1. Braces are locally manufactured, 1/8 inch steel
2. Braces require 3/8 inch hole in center
3. Ramp bolt - 5/16 inch diameter, NAS 1105, NSN 5306-00-088-9588.
4. Floor bolt - 3/8 inch diameter, NAS 1106, NSN 5306-00-834-4558.
5. Roller conveyors on floor are 8 ft, conveyors on ramp are 10 ft.
6. All measurements are minimums and drawings are not to scale.

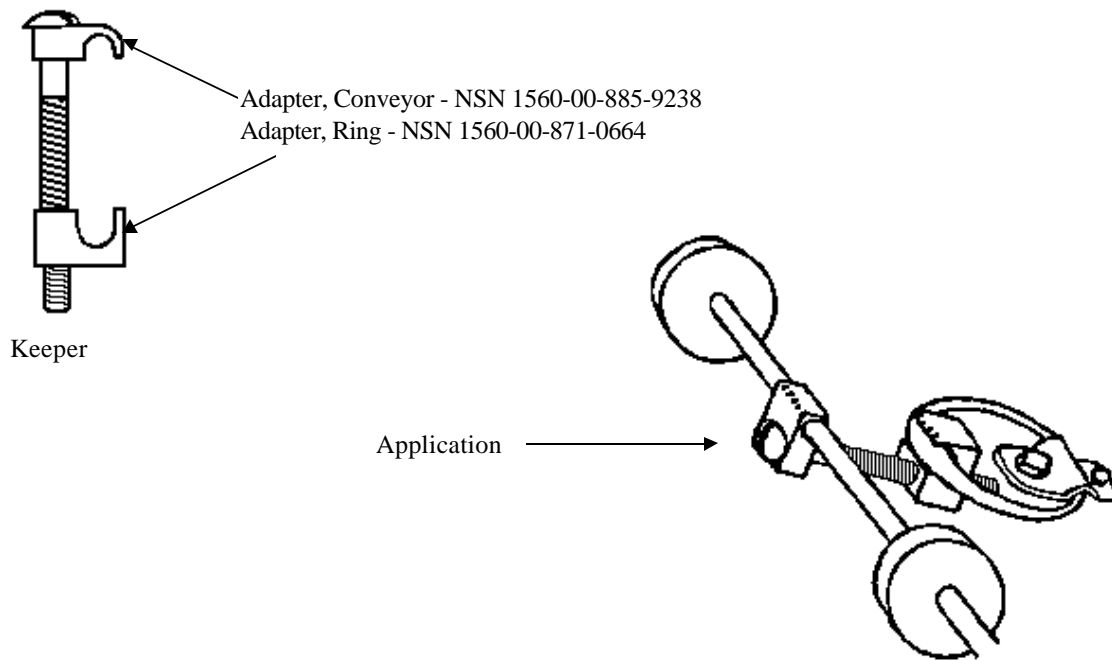
-4 Roller Conveyors

Top View

FWD →

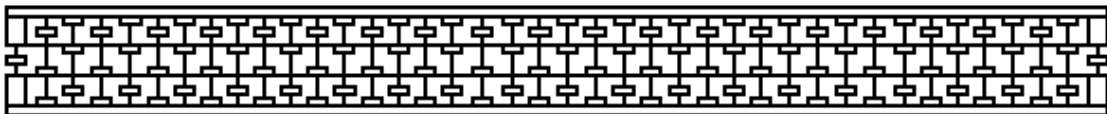


Side View

Figure 7.6. SKATEWHEEL ROLLER CONVEYOR (TWO STYLES) AND KEEPER**Notes:**

1. Roller conveyors are 10 feet long on ramp and 8 or 10 feet long on floor. Some types of skatewheels (C-123) may be installed on the floor in 10 foot lengths.
2. The term "Keeper" is not official terminology.
3. Drawings are not to scale.

GPS 251 (Roller) Conveyor - NSN 3910-01-098-4304



MILC 11218 (Roller) Conveyor - NSN 3910-00-881-9951

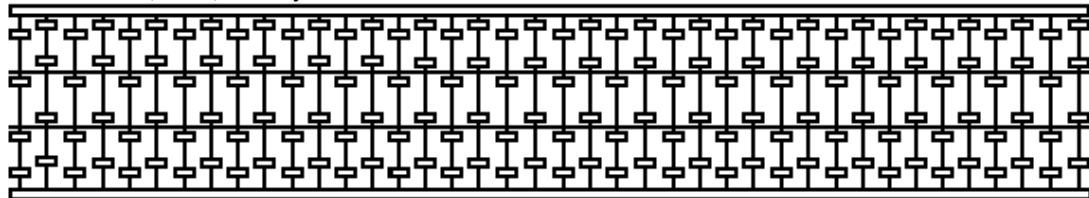
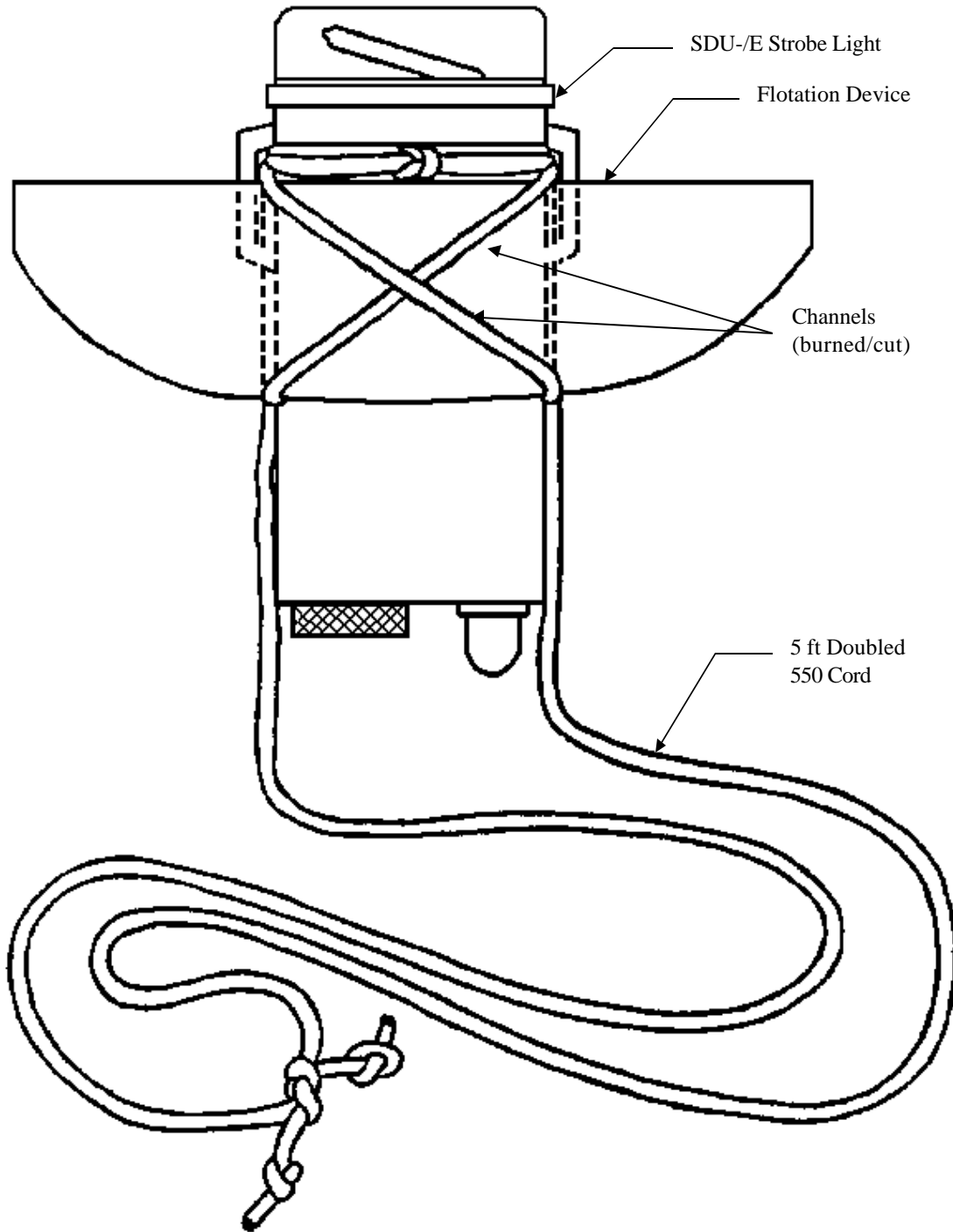


Figure 7.7. SEA MARKER LIGHT ASSEMBLY



Note: Drawing is not to scale.

Figure 7.8. CREW WEIGHT AND MOMENT TABLE

The figure below may be used for Form F, reference 3.

| NUMBER OF CREW | LOCATION | WEIGHT | MOMENT/1000 |
|----------------|----------------|--------|-------------|
| 4 | B | 800 | 130 |
| 4 | 3B-1C | 800 | 145 |
| 5 | B | 1000 | 175 |
| 5 | 4B-1C | 1000 | 186 |
| 6 | 5B-1C | 1200 | 230 |
| 6 | 4B-2C | 1200 | 241 |
| 7 | 5B-2C | 1400 | 286 |
| 7 | 4B-2C-1E | 1400 | 315 |
| 8 | 5B-2C-1E | 1600 | 359 |
| 8 | 5B-2C-1J | 1600 | 417 |
| 9 | 5B-2C-2E | 1800 | 433 |
| 9 | 5B-2C-2J | 1800 | 548 |
| 10 | 5B-2C-3E | 2000 | 507 |
| 10 | 5B-2C-1E-2J | 2000 | 621 |
| 11 | 5B-2C-3E-1F | 2200 | 593 |
| 11 | 5B-2C-2E-2J | 2200 | 695 |
| 12 | 5B-2C-3E-1F-1J | 2400 | 724 |
| 12 | 5B-2C-3E-2J | 2400 | 769 |
| 13 | 5B-2C-3E-1F-2J | 2600 | 855 |
| 14 | 5B-2C-3E-1F-3J | 2800 | 986 |
| 15 | 5B-2C-3E-1F-4J | 3000 | 1117 |
| 16 | 5B-2C-3E-1F-5J | 3200 | 1248 |
| 17 | 5B-2C-3E-1F-6J | 3400 | 1379 |

Figure 7.9. Personnel Weights (not listed in Table 4.1)

| Item (Personnel) | Weight (pounds) |
|---|-----------------|
| Pararescueman, Land (no equipment/weapon) | 240 |
| Pararescueman, Land (fully equipped) | 300 |
| Pararescueman, Water (minimum equipment) | 240 |
| Pararescueman, Water (fully equipped) | 300 |

Figure 7.10. HC-130 Equipment Weights (not listed in Table 4.1)

| Item (Equipment) | Weight (pounds) | Item (Equipment) | Weight (pounds) |
|--|-----------------|--|-----------------|
| Blanket, (large/small) | 3.5/1 | Sea Dye, AN-M59 | 1.5 |
| Datum Marker Buoy, w/battery (large/small) | 22/3 | Sea Marker Light (w/battery) | 1 |
| Flare, Parachute, LUU-2/B | 29 | Parachute, Cargo, G-8/M-390 | 3 |
| Flare, Parachute, LUU-4/B | 17 | Parachute, Cargo, G-13/14, T-10C | 38/20 |
| Gloves, Firefighter's Aramid | 2 | Parachute, Personnel (chest) | 28 |
| Hydraulic Fluid (or oil) (case/quart) | 52/4 | Pillow, (large/small) | 2/0.5 |
| Ladder, Utility | 42 | Radio, PRC-90 | 2 |
| Life Vest, Adult/child | 2 | Ramps, Aux Ground Loading (2) | 80 |
| Life Vest, MD-1 (child over 18 mo. old) | 4 | Ramps, Aux Truck Loading (2) | 102 |
| MA-1 Kit | 232 | RAMZ (with fuel) | 950 |
| MA-2 Kit | 311 | Roller Conveyors, C-130 (2 ea. 8/10 ft) | 70/80 |
| MA-1/2 Kit Rack | 25 | Roller Conveyors, Skatewheel (2 ea. 8/10 ft) | 80/110 |
| Mattress, Foam (w/cover) | 10 | Rations, Emergency, MRE/LRPS (case) | 37 |
| MB-2 (survival) Kit | 45 | Sled, Global (A-16) | 222 |
| Oxygen Console, HALO | 100 | Smoke, MK 6 Mod 3 | 16 |
| Seats, Aft Facing (double/triple) | 65/94 | Smoke, MK 25 | 4 |
| Seat side Facing (single) | 3.5 | Stanchions, Seat/Litter | 30 |
| Seat Side Facing (double) | 7 | Survival Vest | 9 |
| Sea Dye, MK 1 Mod 2/3 | 4 | | |

Figure 7.11. Loadmaster Drop Kit (Recommended Minimum) Contents

| Equipment | Quantity |
|----------------------------------|-------------|
| Anchor Cable Stops | 2 |
| Carabiners, Locking | 2 |
| Cargo Sling, A7A (4 straps each) | 2 |
| Chemlights (various colors) | 12/1 Box |
| Cord, Type III Nylon (550 cord) | 50 feet |
| Knife | 1 |
| Message Streamers | 3 |
| Pliers, Straight Nose | 1 Pair |
| Pyro Lanyards | 2 |
| Rubber (Retainer) Bands | 1 Box |
| Salt, Table (or tablets) | 1 Container |
| Screwdriver, Common | 1 |
| Screwdriver, Phillips | 1 |
| Seals (copper wire/plastic) | 25 |
| Snap Hook | 12 |
| String, 80 lb. Tape | 1 roll |
| String, Ticket no. 5 Cotton | 1 spool |
| Tape, Masking (1 inch wide) | 1 roll |